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MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE OF

THE HOUSE OF COMMONS

ON PETITIONS RELATING TO

EAST-INDIA-BUILT SHIPPING.

Ordered, by The House of Commons, *to be printed,*

1814.

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I.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of The Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also, the Petition of the Agents of Owners of Ships, built in The East Indies, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with The Minutes of the Evidence taken before them; from time to time, to The House.

Martis, 19° *die Aprilis*, 1814.

The Right Honourable THOMAS WALLACE, in The Chair.

PETITION of Ship Builders in the Port of *London*; - - - - - - - - -	READ;	Counsel, Mr. *Harrison*, Mr. *Adolphus*; Agent, Mr. *Atcheson*.
PETITION of Ropemakers in the Port of *London*; - - - - - - - - -	READ;	Agent, Mr. *Atcheson*,
PETITION of Shipwrights and Others, carrying on their business in the Port of *London*; -	READ;	Agent, Mr. *Wm Paterson*.
PETITION of Agents of Owners of Ships built in the *East Indies* - - - - - -	READ;	Counsel, Mr. *Grant*, Mr. *Spankie*; Agents, Messrs. *Crowder*, *Lavie & Garth*.

Mr. *John Hillman*, Called in; and Examined by Mr. ADOLPHUS.

Mr. John Hillman.

ARE you Surveyor of the East India company's Shipping?—Yes.

To what business were you bred?—Shipwright.

Did you practise that business any time?—I did: I worked for twelve years; I was then an officer in Blackwall yard for a few years, and then went into the Company's service.

Is it your office, under the East India company, to have the direction and superintendence of the building of their ships in London?—The whole of them.

Do you survey every ship that is built?—Every ship that is taken up by the Company, either new or old ships.

When a ship is ordered by the East India company, when does your superintendence begin?—Directly that the engagement is made with a person to begin a ship, my attendance begins from that time.

What is the nature of your superintendence?—To see the ship is built agreeably to the draft given to the builder; and to see that the materials are sound, and put together in a good workmanlike manner.

Is it your duty, in the course of that survey, to object to the use of anything that can be amiss to the ship?—Anything I see improper.

How long have you been in this employ of the East India company?—Nearly thirteen years; thirteen years come August, I think.

In the course of that time, you have undoubtedly surveyed a great many ships that have been built for them in London?—A great many indeed.

You know, by common fame and otherwise, that some of those must have been lost?—Yes I do.

Is the loss of any of those ships to be ascribed to a deficiency in the workmanship or materials?—Not in the least.

Are the ships ever permitted to leave London without being surveyed again?—Never.

Are they surveyed again every voyage?—Every voyage; and they are always under our inspection till they leave the River Thames.

Mr. John Hillman.

They undergo your inspection?—Yes, generally, with my assistants and the master attendants.

Is that inspection minute and particular?—It is very minute, to see that the ships are equal to contend with their voyage.

How many voyages does an East India ship go?—They go eight, some of them.

How many did they use to go when your employment first commenced?—Six.

Do you recollect any other number of voyages that they were used to go beside eight and six that you have mentioned?—There is one ship did go her ninth voyage.

But do you recollect any number that was the regulating number before six or eight was established?—They used to go only four voyages.

In the course of how many years are the eight voyages performed?—They perform the eight voyages now in sixteen years, provided they do not lie at home a season.

In the course of regular employment, the eight voyages are performed in sixteen or eighteen years?—Generally.

Are those ships under your inspection which have been built in the outports or in the foreign dominions of the Crown?—All under my inspection, all that are taken up by the East India company.

Did you know the ship called the Countess of Sutherland?—I have seen her.

Did you survey her before that voyage from which she did not return?—We did not; she was not taken up on the Company's account.

Do you know the John Palmer?—I have seen her; she was not taken up by the Company either.

Do you survey the extra ships?—The whole of them.

Do you know what ships the Countess of Sutherland and the John Palmer were?—They appeared to me to be very good ships.

What were they built of?—They were built at Bengal, of teak.

Are you well acquainted with the dock yards upon the Thames, at which India ships are built?—The whole of them.

Which in particular can you name?—Messrs. Wigrams & Green, at Blackwall; Mr. Brent's, of Rotherhithe; Mr. Barnard, of Deptford; Mr. Pitcher, of Northfleet; Mr. Dudman; and the whole of them.

Are those the principal ship builders?—Those are the principal yards.

Those are the principal yards where ships of those dimensions can be built?—There are several yards where ships of the same description can be built.

Is their business carried on to a considerable degree?—Yes.

Can they keep up their establishments if the building of East India shipping is taken away from them?—I should think it impossible.

Give your reason for that opinion?—The whole of their business depends entirely upon the East India shipping, they cannot keep the people together without the East India building.

Do you know of what number of men and boys or thereabouts those establishments consist, when they are in full work, according to your observations?—They can employ collectively 2,500 men, including shipwrights and all kinds of artificers; when I speak of that number of people, I mean on the East India shipping, taking the whole of the yards for the East India shipping.

The whole who are engaged on East India shipping employ that number?—Yes, in building and repairing East India ships.

Do you mean that they would be all the persons employed, or are there others, apprentices and so on employed?—It includes all except apprentices.

Is it from the observations furnished by your constant inspection that you rate them at that number?—Yes, it is.

To what time do you speak when you compute the number to be 2,500, on this year?—About four years ago, or six years ago, in the year 1802, there was more I think built at that time; I remember we had got sixteen sail of Indiamen in the river.

When you say that these people can only be kept together by the yards doing the East India work, what reason have you for saying that?—I do not see any other employment on the river Thames for them.

Can the yards maintain them without they have a round of work?—They cannot; it is impossible.

Is it incident to the employment of those persons, that a great number of apprentices are brought up under them?—Yes, it is.

Are they brought up regularly as shipwrights, or taken from other trades, and used occasionally?—Brought up as regular shipwrights, with seven years service.

Is

Mr. John Hillman.

Is it necessary that a regular apprenticeship should be served to the business, or can you make a shipwright of any person who can use tools?—It is; there are few we can make shipwrights of in seven years.

Are those men and boys shipwrights frequently taken into employment in the King's yards?—They are in the time of war; we bring them up in the merchants yards, and they go into the King's yards.

Do any go into the King's yards but those who have been regularly brought up?—No; they will not admit any one into the King's yards without producing their regular indenture for seven years, shewing that they have been apprentices for seven years.

Committee.]—And a certificate of service under the indenture?—Yes.

Mr. Adolphus.]—When you spoke of 2,500 men being employed, did you include the apprentices in that number, or not?—No, the shipwrights and artificers, without those apprentices.

When the business slackens in the King's yards, do those men come back again to the merchants yards?—They do, there is no where else for them to go to, without they leave the country.

Is the building of ships in the King's yards, and in the merchants yards, performed for the most part by the same persons?—It is, they go from one yard to the other.

When men of this description are discharged from the King's yards, in time of peace, where must they go for employment?—They have no other place to seek but the merchant yards; that used to be the case, I do not know what they will do now.

Can the merchants yards continue to employ those men if the building of large ships is taken away from them?—They cannot.

Have you had an opportunity of observing the workmanship and materials of ships made in the King's yards?—I have, many of them.

Are the ships made in the merchants yards equal to or inferior to those?—Quite equal; if anything, I should think superior.

Are you quite sure they are in every respect equal?—Quite equal, that I am sure of.

Have you an opportunity of knowing how King's ships are built in the merchants yards, under what sort of inspection?—Yes, I know very well.

When a ship is ordered for the public service at the merchants yards, is there a contract?—Directly.

Is there a specification of every part, and the materials of which it is to be made?—Yes, there is, mentioned in the contract.

Is that minute, and extending to every particular?—To every particular.

Is there an officer employed by Government to superintend the building of every ship?—There is one sent directly the contract is made, the draft is sent to the builder from the Navy Board, and there is a man sent to see the ship laid down, and he attends throughout the building of the ship.

Is it usual for the carpenter, who is to sail in the ship, to superintend the building of her?—They generally appoint the carpenter very early in a man of war.

Which carpenter is to sail in the ship?—Yes.

To risk his own life upon the workmanship which he superintends?—Yes.

After a ship has been launched in the merchants yards, after this inspection, is she surveyed again before she proceeds further?—She is, before the builder can get his certificate for his final payments.

A certificate of having accomplished his contract, so as to entitle himself to payment for it?—Yes, I have had the building of several men of war myself.

What knowledge have you had personally of the building of men of war?—I had the carrying on the business of Mr. Perry, at the time Mr. Perry was building at Blackwall.

Committee.]—Will you name them?—The Kent.

In what year?—I think in the year 1798.

What burthen was she?—Seventy-four guns, 1,960 tons; I think the Albion, a 74, I left her half finished; when I left his yard, they were the only line of battle ships.

Mr. Adolphus.]—Were there frigates besides?—Yes, but I cannot recollect at this moment what they were; there was the Agincourt, of 64 guns, which was built

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built about 1799 or 1800. I was, at that time, the foreman of the new works in Mr. Perry's yard.

Then did the Government's surveyor attend to the building of all those ships, in the manner you have described?—He did; he attended to the whole of them, and a sub-surveyor used to come twice a week.

From whence did he come?—From the Navy Office; and the surveyor came as often as he thought proper.

And the ships, I understand you, were surveyed again when finished, before they were received, or the certificate issued?—That was the case.

In any part of the performance of this work then, could the shipbuilder have put in improper materials, without the knowledge of the surveyor?—I think not.

And if the surveyor, by negligence or connivance, had permitted it, could it have been discovered before it was used?—No; many parts of it you could not see after she was built.

But many parts they could see, of course?—Many parts they could see.

Could they form a judgment of the workmanship in general, so as to see whether the contract had been faithfully executed?—They could very well.

Were the officers of Government generally vigilant and careful in what they permitted to be done?—I have always found them so.

Could those Government surveyors judge of the degree of fitness of the timber, and the quantity of seasoning it would require?—They could.

Could they peremptorily cause anything to be rejected that they thought unfit for use?—Yes, they could.

Was the effect of this constant employment upon large ships such, that sudden orders could be undertaken and executed with certainty?—They could, at any time.

Have you known instances of Indiamen meeting with accidents just at the beginning of a voyage, or before they began the voyage?—Yes, I have.

Were they always able to obtain their repairs so expeditiously as not to lose their voyage?—We could always repair them by a number of people, so that they could go on their voyage.

Do you remember ever a voyage lost for want of persons to be employed in repairing them?—No.

Committee.]—Do you do this with your own people, or call in any fresh hands?—It is common for one person to go to another's yard.

Did you call in any other persons?—I cannot state that.

Mr. Adolphus.]—Did you call in any other but shipwrights to do shipwrights work?—I do not think we did.

Could they in any case make these exertions if the number of their hands were greatly diminished?—I should think they could not.

What is done with the Indiamen when they have done their work?—They are generally broken up; but lately there are a number in the transport service; within the last twelve months, a great many of them have gone so, and as store ships.

How many voyages have any ships gone that you have known to be so employed as store ships?—There is one going out now for Government service, that has been eight voyages in the Company's service.

Committee.]—What voyages?—To the East Indies; there is a ship now called the Arniston, which has been eight voyages.

Mr. Adolphus.]—What sort of repair is she undergoing?—Nothing but new coppering and caulking.

Suppose a new ship going to India, when does she first come under repair, according to the general course of service?—About two years, only just to caulk, to examine her bottom, and look round and see whether she is able to perform her next voyage.

Subsequently?—The second voyage we generally new copper them, and caulk them to go upon the third; and after the third voyage, when the ships used to go the six voyages, we used to call it a Fitting voyage.

Then she was regularly examined?—Yes.

And went through a regular repair?—Some; some required more than others.

Committee.]—Is that a thorough repair?—A thorough repair.

What does that cost?—To the shipwright five or six thousand pounds, and from that to eight and ten thousand pounds; all ships do not turn out alike.

After she has performed half her voyages?—Yes.

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Is this the same sort of repair that a man of war undergoes?—No; we never enter into those great repairs, by shifting the timbers; some ships we do; but it is not general.

What other expenses than those of the shipwrights are connected with what you call the Fitting?—I should think the average may be about 8,000*l.*

In the whole fifteen or 16,000*l.*?—No, I mean the whole of the repairs for the Fitting voyage.

The shipwright's bill is five or 6,000*l.*?—Yes.

And the other bills about 8,000*l.* more?—No; there is the smith's bill, and for other articles.

What sum do they amount to?—May be from two to 3,000*l.* more.

Making the whole about 10,000*l.*?—They very seldom exceed that.

What sized ship do you allude to?—A ship of 1,200 tons.

When you speak of the thorough repair of an Indiaman, do you mean that she requires any shifting of her timbers, or merely of the plank?—Some of the upper timbers, but very seldom any of the lower timbers, unless in occasions of dry rot; we have several ships that have gone six voyages, and have never had a timber shifted at all.

You have gone through half the service of the ship; in the other half what repairs does she require?—After returning from her fourth voyage, she will want nothing but looking to the bottom, and repairing the copper, and caulking.

After her fifth voyage?—Then they generally want new coppering, and some trifling repairs, but not any thing material.

Then at the sixth voyage you count her works done, according to your present description?—We call her done, without entering into repairs.

Supposing it extends to eight voyages, will the repairs extend in the same proportion?—They are repaired a great deal more in the mode in which we have done it, of doubling the ships.

When they extend their service to eight voyages, there is a process of doubling performed on them?—Yes.

What is that?—The bringing on another plank from the keel to the ports.

Of what timber is that?—A three-inch plank; under the body we have worked deals, two-inch deals, and two-inch and a half.

What planks do you use for the double?—A foreign plank, we generally use the Quebec plank for double.

Under water?—Quite up, we find it will answer above as well as under water, and go two voyages or even three.

You have stated the average repairs of a ship of 1,200 tons; what is the average of a thorough repair of a ship of 1,400 tons?—They come to £. 2,000. more.

Committee.]—It is about in proportion to the tonnage throughout?—Thereabouts.

A ship of 800 tons, then, would that be in the same proportion?—Very near that, they are very near that.

Had the Ariston, which you now describe as going into the Government service, any thing more than the usual repairs bestowed upon it?—No, she had not.

[*Cross-examined by Mr. Grant.*]

I understand you to say, that according to your computation, about 2,500 shipwrights and artificers are employed in building India ships upon the Thames?—I think that is about the number, as well as I can judge.

Do you mean to say, that according to your computation, there have been that number employed at one time?—Yes, I think there have.

Are you able to form any estimate of the number of shipwrights altogether employed upon the Thames, on shipping of all kinds?—I cannot say exactly; I should judge from 3 to 4,000, including shipwrights and artificers; but I cannot speak exactly to that question.

They are employed generally in building shipping of smaller dimensions?—Yes; in repairing West Indiamen and other shipping, that comes into the river.

Committee.]—Is that 3 to 4,000, besides the 2,500?—No.

Then it is only 1,500 more?—That is all.

Do you mean at the same period too?—Yes, at the same period.

Mr. Grant.]—You speak with pretty good confidence, that that is about the number?—Yes, it is.

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Do you know that all those persons have been regularly bred to shipwrights work?—I cannot say; on the Thames there are none work at the business without they have been regularly indentured, and served their seven years.

Committee.]—Do you know that fact?—I see on the Thames, their brother workmen will not suffer them to work, unless they have been indentured.

Do you know that there was not a complaint of shipwrights being employed on the Thames, who had not served their time?—That may be the case; for at the Nore, they serve a very little time, and in some of the smaller yards they may get in, but in the larger yards they do not.

Do you know whether recently, when a great exertion was made for the naval service, there was a considerable portion of persons employed, who were not shipwrights?—I do not exactly understand the question.

Mr. Grant.]—Do you know whether, on any emergency, for the public service, persons have been employed in shipwrights work, who had not been regularly bred to that employment?—I do not remember any.

Do you know whether persons, not being shipwrights, are excluded from being employed in shipwrights work, from any other cause than the jealousy of the other workmen?—I never found them in the river to employ any person but what has regularly served his time.

Do you know of any other cause for their exclusion, than the jealousy of the other workmen?—No, I do not.

Are you able to speak at all to the wages of shipwrights?—Yes.

Can you state, whether the amount of their wages has declined of late years, or has increased, or remains about stationary?—Rather increased, I think.

Can you state what they are usually now?—I suppose about six or seven shillings a day; there is but little done by the day, it is almost all done as task work.

Supposing a man to be diligent in performing such task work, can you give us any idea of what he may earn per day?—Some will earn from eight to ten shillings, but very few I believe.

Can you state at all, what the increase of the usual wages of shipwrights has been of late years?—I cannot exactly.

Can you form something like a judgment?—I consider, within the last seven years, from about five to seven shillings.

You mean to say, the wages have generally increased in about that proportion, to the best of your judgment?—I think so.

Can you say, whether the price of task work has increased in the same proportion?—In the same proportion.

Do you know, that in any instances, of other persons being employed than shipwrights in shipwrights work, the jealousy of the workmen has produced confusions or tumults, or disturbances of any kind?—No, I do not know any instance of it.

In point of fact, it is known to you, that their jealousy is great upon such occasions?—Yes, it is.

Have you had any opportunities of judging of the price of timber, and whether any increase has taken place of late years in that price?—I do not think there has been any increase within the last three or four years.

Are you able to compare that period with the period of three or four years antecedent?—No, I cannot speak exactly to it; I am not prepared for it.

Can you not say, whether it has remained about stationary all that time?—For the last four years it has been nearly stationary; before that time it was rather cheaper.

Are you able to say, whether or not, during the whole of your experience, the price of timber has increased?—Yes, it certainly has.

Have you had the inspection of teak-built ships at any time?—Yes, several.

What have you found to be the quality of those ships in general?—Teak is a very durable strong wood, and a wood that never contracts.

Have you had opportunities of observing the quality of that wood particularly?—Yes, I have.

Do you know what it is in point of weight, as compared with oak?—It is a lighter wood than oak.

Have you had occasion to know whether it splinters or not?—I have never understood that; I think it would splinter more than the oak; it is more of a straight grain.

From

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From its having a straighter grain, you are inclined to think it would splinter more than oak?—I think it would.

You have spoken generally of the price of ship-building; can you say, whether the price of building East Indiamen has continued stationary or not, during late years?—I believe there has been very little difference in the last five or six years.

You believe there has been very little difference in the last five or six years?—Very little.

Can you compare the price of building Indiamen during that period with about the same period before?—Yes, I can, for fourteen years back.

What variation has there been in the usual price, during the course of fourteen years?—I think about fourteen years ago we used to build at about three and twenty pounds, and our last building was about seven and twenty; and that has been the average, I think, for the last three or four years.

Has there been a progressive increase in the price during the last fourteen years?—Yes, there has.

What sized ships do you mean to speak of?—Eight hundred, a thousand, and twelve hundred tons.

Committee.]—And the increase has been from three and twenty to seven and twenty pounds a ton?—Yes, I think thereabouts, or from that to six-and-twenty.

Do you mean the price actually paid to the builder?—Yes, the price paid by the Company to the builder.

Do you know any thing as to the larger vessels, whether there is any difference?—There is not much difference, because a large ship pays the builder better than a small one. We have only built one 1,400 ton for the last fourteen or sixteen years.

Do you happen to know what has been the contract price of ships of war, frigates for instance, which are about the same size, in the merchants yards per ton?—The last ships that were built for Government, I think, were about four and thirty pounds; I speak of line of battle ships, but not frigates.

Mr. Grant.]—You have told us a good deal about the methods of procedure in building King's ships in the merchants yards?—Yes.

Have you spoken generally, or from your own individual experience in Mr. Perry's yard?—From my own experience in that and other yards which I visit two or three times a week, and I know that to be the case.

What you have told us applies equally to all those yards where King's ships are built?—Yes, all of them.

[*Re-examined by Mr. Adolphus.*]

You have stated, in answer to my learned friend, that no persons are employed as shipwrights, but those who have served a seven years apprenticeship in the yards?—That is generally the case.

I think I understood you, that it is not every man who does serve seven years that will be a good shipwright?—Certainly not.

Shipwrights, in the private yards on the Thames, work in bodies in a great part of their work, I believe?—They do, in companies.

They use no horses, I believe?—In some of the yards they do, but very few.

The work in general, then, depends upon the correct co-operation of all the individuals employed in it; does it not?—Yes, it does.

And could one bad workman or two derange the operations of a great number, if they did not understand those operations as well as the rest?—I should think not.

If they work together and depend on co-operation, would it not happen that one bad workman would derange the operation of the rest?—It is sometimes the case, but very seldom.

You have spoken of the wages advancing in the proportion of seven to five during late years; do you know, of your own knowledge, whether in other trades they have advanced less?—I should think they have advanced nearly the same.

As well those connected with ship building as every other object?—Yes.

Is the labour of a shipwright very hard, such as to require the exertion of a man in the best days of his life?—Very laborious.

Can a man at an advanced period of life be supposed equal to it?—No; very few after sixty, I should think.

You have not been concerned in the purchase of timber, I believe, of late years?—I have not.

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Therefore the advance you speak of in the price you do not derive from your own observation, but from what you hear?—Yes, I think it is nearly correct.

You have stated that, with respect to India shipping, they used to build formerly at £. 23. a ton; that now it has got to £. 26. or £. 27. a ton?—Yes, I think it has.

Has the price of materials and labour advanced in that time?—Yes, it has.

And are the contracts more full now than they were then?—Yes, they are.

Is more done for the six or seven and twenty pounds paid now, than used to be done for the twenty-three pounds paid formerly?—Yes; the contracts are more full than formerly.

[*Examined by the Committee.*]

What do you mean by the contracts being more full than formerly?—There used formerly to be a more heavy extra-bill, besides the shipwright's bill.

Do you mean to say the price is not increased?—Yes, it is increased.

Do not they pay any extra bills now?—Yes, they do.

Do you conceive that the ships of the East India company go out now better equipped than they did twenty years ago?—No; much the same.

This institution of working in bodies is rather favourable for raising of wages when the workmen have a mind to it?—I do not know that it is.

Have you not known instances of combination among the workmen to raise their wages?—Yes.

Has not this rise in price been chiefly effected by those combinations?—It has, in a great measure.

When the wages have been raised, has it not been either always or generally in consequence of a general combination among the workmen, striking and demanding they should be raised?—It has been the case.

Can you state how many instances you recollect of that within the last four or five years, or any period you can state?—I do not recollect any of the shipwrights standing out for an increase of wages in the last five years.

When was the last instance you recollect?—I do not recollect any thing of the kind since 1801.

You have just now stated, that the rise of wages was owing to those combinations?—No; not to their standing out and saying they would have more, but that the times have occasioned their asking for a rise in their wages.

Did not I understand you, that it had been owing to the men rising?—Certainly not.

You have stated a rise of wages in the proportion of from five to seven; I asked you then whether that rise had not taken place, either altogether or in great part, in consequence of the combination of the men agreeing together to demand higher wages?—No.

From what cause was it?—From the advance of provisions.

Has it been a voluntary offer by the masters, or has it been asked by the men?—It has been asked by the men.

Do you mean to say, you have known of no instance since 1801, of the shipwrights in the yards striking for a rise in wages?—It was in 1801 or 1802 that they struck for wages; never since.

Have you known of their ever threatening to strike?—No; the caulkers, another body of people, have struck at various times.

You recollect them striking several times, within what period of time?—About eight or ten years ago.

Within that period, what has been the rise in caulkers wages?—I do not know any thing of the wages of the caulkers.

Do you know that the caulkers wages have been raised in consequence of that striking?—In some years they did strike, in others they did not; in some parts of the river they did not employ them again in consequence of it. Mr. Mestcars has never employed a caulker since they rose for wages.

Have you known such combination among any of the other workmen employed about ship-building?—The sawyers have struck at times.

Do the caulkers serve an apprenticeship?—Yes.

Do the sawyers?—No; they do not, I believe.

Have you known any instances of combination among any other description of work people?—I have not.

Upon

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Upon the sawyers striking, did not the same result occur, of the principal yards refusing, and the sawyers not being employed again?—Yes.

You stated, that the rise of wages to the shipwrights has not been owing to the standing out among the workmen?—I think not.

But you state, that the wages have risen within a given time?—Yes.

Has not that rise been occasioned by the great demand for building ships for Government?—That, together with the high price of provisions.

About the years 1804 and 1805, it appears by the accounts here, that there were great exertions made in the dock yards to bring out a great number of ships of war; the Committee want to know, whether in that time, with a view to make that exertion, a number of persons were not brought into those yards, without having served their time as apprentices to shipwrights?—I should think not; I never knew of any.

What number of persons skilled and educated as shipwrights, are necessary in building a ship; must they be all equally skilled in the building a ship?—They generally are.

Do you mean to say, it is necessary each should have all the skill which is acquired in a seven years apprenticeship?—Yes.

Is there no rougher work that men not so skilled may be employed upon, and work by degrees?—There is a good deal of rough work.

Do you happen to know, that in the building of ten frigates in the river, every man who could handle a saw or an axe, were employed?—No, they were not; the ships were built by shipwrights who had served their time; there were a number of people from different parts of the country, but they were all shipwrights.

You stated, that the work was done by task work, and in gangs; is the task taken by the gang, or by the individual?—It is taken by the gang; the foreman of ten or twelve people takes such a part of a ship to perform, for so much money.

Is there a person inspecting them during that time?—Yes, during the whole time.

Do you know of any alteration having been directed in consequence of that inspection; any timbers directed to be taken out, and others put in that were better?—Several.

In the course of your duty, as Inspector for the Company, you have inspected a number of teak ships?—Yes.

The Committee wish you would state, after a given number of voyages, what you have found the state of a teak ship, as compared with the state of British ships?—A teak ship, after she has performed six voyages, is equal to one of ours after she has performed three, and more particularly if she has copper fastenings; those we have had, have had iron fastenings.

Do you know anything of the wages of the Out-ports?—I do not.

As Inspector of the Company, I think you stated all the ships employed by the Company were built in the Thames?—Yes; we have only had one other within the last few years, which was a ship built at Hull; and there the wages were equal to those paid in the Thames.

Was there any difference in the goodness of the ship?—I do not know; the ships in the Thames I see every day; those built in the country, I see only four or five times in the course of their building.

As far as your information goes, is a ship built in the Out-ports equal to those built in London?—I think nearly; I should certainly give the preference to the London-built ship.

Do you know the price paid per ton for that ship?—I think the same as was given in the Thames; about six or seven-and-twenty pounds a ton.

You spoke to some ships which have been lost, do you happen to know what number of ships of the Company have foundered at sea?—I do not know exactly; there are several.

Do you know anything of any of those ships which have foundered at sea; have any of them been subject to your inspection?—Several of them; some of them were new ships, on their first voyage.

Going out?—Coming home; and the whole of them that have been lost have either been lost in their first voyage, or after having their fitting voyage.

You stated, that a person could judge of timber by looking at it, how far it had been seasoned; do you mean to state, that a person upon looking at timber could see how far it was sufficiently seasoned or not; whether it had stood one year, or

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three or four?—Not so far as that he can tell whether it is sufficiently seasoned or not, by the look of the timber.

But not what degree of seasoning it has had?—No, they cannot.

What do you think sufficient seasoning?—Two years, I should think, is quite sufficient.

What seasoning has the timber undergone which is used in the construction of these ships generally?—Government have very little timber put into their ships, but what has been cut down from three to four or five years.

Before they are launched?—Yes.

What length of time is it before it is used in the building of a ship; is it not sometimes done within a twelvemonth of its being cut down?—It is mixed, some part of it; but the Government timber is more seasoned than others, because their contract binds them to season.

Is not the effect of putting in fresh timber of that description to make the ship less able to resist the storm?—No, I should think not; because it has been known to be otherwise.

Is it not frequently the cause of the dry rot?—I think it is.

When the dry rot gets into a ship to a considerable extent, is it not very injurious to the people in it?—I should think it must be, if it is to a great extent; but I never saw it to that extent where it would be of any hurt.

You stated, that you thought there was greater durability in the ships built for Government in the merchants yards than in the ships built for Government in the King's yards; what means have you of judging of that?—I see them come under repair after they have been built for a few years.

Then you have an opportunity of seeing the ships built for the King's service coming under repair?—Yes, some of them.

Have you seen an instance of dry rot in the teak ships you have seen?—Yes; I have seen a little in the ships from Bengal; not in the Bombay ships.

Was it in the teak wood or any other wood?—I am hardly able to say that, the wood is very much mixed at Bengal, I certainly saw a little dry rot in some of them.

But never any in the Bombay ships?—No.

You said about 2,500 shipwrights and artificers were employed in the Thames in India ships?—Yes.

And from 3 to 4,000 on all ships?—Yes.

Exclusive of those in the King's yards?—Yes.

Is there any building in the Thames now?—Not a single vessel.

How many less shipwrights are now employed than there were?—I should not suppose now that the river employs 200.

Those 200 are employed on repairs?—Yes, on repairs of West India shipping and transports.

How long has that been the case?—Ever since they launched the fir frigates, four or five months.

How are those men employed now who are out of employ as shipwrights?—I meet many hundreds of them every day; they are actually starving.

Do you happen to know, whether any number of them are gone to the Out ports?—I think many.

Do you hold converse with these persons?—No.

Do they make applications to you for recommendations to employment?—Very often.

What do they say?—They tell me their distress.

Do they disclose to you their prospects, if they do not get employment?—Some of them of course do mention their prospects; that if there is not shipping to build in the river Thames they must go somewhere else, there is nothing else for them to do; formerly if there was not work in the shipwrights yards, they used to go to the rope yards, but there is nothing of that now.

Have the King's yards their complement of men?—Quite full; I have sent several there myself, and they are taken in; that is two months ago, they are full now, and I dare say they will discharge those people to the peace establishment.

Is it not usual after the India ships are fitted out to have slackness of work among these men?—Yes, it is.

Is this then the season when that regular slackness should occur?—It is.

And do you attribute the whole of the want of work to that slackness?—It is mostly for the want of building; there is no building and no repairing.

Are

Mr. John Hillman.

Are you able to state, from your own knowledge of late years, how many teak ships from India may have come into the navigation of this country?—No; I do not know.

Do you think the kind of work in the yards upon the Thames has been at all affected by the teak ships which have come into this country?—I should think it has.

In what degree?—I cannot state that.

How long have you been acquainted with the Company's shipping?—Five-and-twenty years.

And you know that it is the practice of the Company, every year, to have an account made out of the cost of a new ship of 800 tons and 1,200 tons?—Yes.

What variation has taken place within the last twenty years, in the cost of those ships?—I have only belonged to the Company since 1801, and am not able to speak to that.

In 1801, what was the cost and outfit of a new ship of 800 tons, and what was it in 1813 or 1814?—I cannot state exactly; I should think at that time five-and-thirty, or forty thousand pounds.

And what should you judge it would cost now?—I should judge it would come to from fifty to sixty thousand pounds.

Does that include provisions?—Yes.

Does not that sum include also the six months wages to the men?—I am not equal to say that, but I should rather think not.

What is your recollection about the cost and outfit of a ship of 1,200 tons at the same period?—At the first period it would have cost sixty or seventy thousand; and now it is eighty thousand, I think.

What was it in 1801?—About 65,000*l.* I think; but I cannot state exactly.

What is it now?—More than 80,000*l.*

Have not the repairs of ships altered or increased in the same proportion between those two periods?—I have stated that they have.

Do these shipwrights work every day through the week, or is it their practice to be idle for some days together occasionally?—They are not all alike, but generally they work throughout the week.

How many days do they work in the week?—I think we may very fairly average it at five out of the six, taking the generality of them.

You say you are surveyor to the East India company's ships?—Yes.

Do that Company suffer any purchases to be made for them now of ready made ships, which they do not order to be laid down?—I believe not.

Ships built entirely or in part on speculation?—It has been the case, but not lately,

How long have they left it off?—About five or six years.

Does your knowledge enable you to say, on what account they determined no longer to take up ships that have been built in part on speculation?—They do not think they have been put together so well.

When the Company were in the habit of taking up ships that were built on speculation, with a view to their service, did that employ the shipwrights when there were not orders to employ them in another way?—Yes.

Do you think, if the Company were to renew the practice, the shipwrights who are now without employment, would have much though not full employment in building ships upon speculation?—They would have some employment certainly.

You do not mean to say, the Company would take any more ships than they now do?—No, certainly.

Do you think it would be for the advantage of the Company to take up ships in that manner, rather than in the manner they do at present?—I should think not.

Do you remember the ship Ganges being built?—I do.

And the Thames?—I had something to do with the building of the Thames.

Did not she want some repairs in India on the first voyage?—On the first or second voyage she did; she sprung a leak.

You mentioned a ship having gone her ninth voyage; what state was she in when she returned?—She was very indifferent, the ship was the Taunton Castle.

Did not the Albion come home in a very dangerous state?—No, I do not remember it; when she returned she brought home a very good cargo, and came home very tight; she broke up very bad; she went eight voyages.

In building a ship of 1,200 tons, how many men would you have at work at one time?—It would depend on the time you had to build her in.

Mr. John Hillman.

In the ordinary way of building?—If a ship is to be built in eighteen months.

That is the ordinary time; is it?—Yes.

Then how many men would you employ upon it?—From four and twenty to thirty shipwrights.

You have spoken to the number of shipwrights in the yards five or six years ago and at present; do you know at all what were the number of shipwrights during the last peace, that were employed in the river?—I do not know.

Do you happen to know the number in the years 1803 and 1804?—Yes; in the years 1802 and 1803 there were a great number of shipwrights.

Do you know what number there were?—I should consider about twenty-five hundred, including shipwrights and artificers.

Altogether?—Altogether.

Then they were increased to about 4,000, and then they were reduced to the present number of 250 shipwrights?—That is the number now.

When did the great increase take place?—At the time the contracts were made to build the seventy-fours.

And when did the decrease take place down to 250?—They have been declining from the last six or eight months, as the frigates got out of hand.

How long might that be, about twelve months ago?—Twelve months ago there were nearly the number I have mentioned.

Nearly the four thousand?—I should think there were; there was a great deal of work in the river then.

You said, when the frigates were began a great number of workmen came from the country, from the Out-ports?—Yes; they do follow the work.

Do you suppose they have returned now?—I should think they have.

I think you said you were employed in building the Albion, 74?—Yes; I left her about half finished.

Do you recollect where the ship went?—I recollect her going to the East Indies.

Do you recollect her returning?—Yes, I do.

How long was she there?—Seven or eight years.

Do you know in what state she returned?—In a very bad state.

You did not see her to examine her?—I saw her in the Medway, and went on board of her.

What were her particular defects; can you state them?—She seemed to be very much broken altogether.

Do you know whether she had ever been in battle?—I cannot say; but she had had very bad weather.

Had she ever been ashore?—I dare say she had, from the appearance of the vessel.

Was not she strained by a very heavy gale?—Yes, by the gale in which some of the Indiamen were lost.

In coming home, or going out?—In coming home, at the time The Lord Nelson, The Glory, and The Experiment were lost.

Was she sent home on account of her being in bad condition?—I think she was.

As you recollect now the time that she came home, you can probably recollect the year in which those ships were lost?—It was in 1808 or 1809, I think.

As you have great experience and wide observation in ship-building, to what cause do you attribute the total suspension of ship building in the river now?—I should think the ships coming from India is the great cause of it.

Have you any reason to attribute it to that cause?—There is no ship-building of either merchant or King's ships.

Is it not as much to be attributed to there being no building of King's ships as anything?—Certainly it is for want of the general building they are so slack; it is partly from the want of building men of war that they are so slack.

You attribute the smallness of the number of ships now building in the Thames to the admission of ships from India?—No.

Do you attribute it to that partly?—In some measure, but not upon a large scale.

Am I to understand, that as the decrease has been so much greater within the last twelve months, that that cause has operated much more extensively than at any other period?—No, it has not.

Has the Company taken up any ships within the last twelve months?—Not more than two.

New

New ships?—Yes.

Mr. John Hillman.

Do not you think that the want of building in the Thames at this moment, is owing to the great demand that was made on the merchants yards for the last few years having been completed?—I do not understand the question.

The great demand for ships during the last four or five years for the King, having been satisfied, is not the want of building in the River Thames owing to that?—It is certainly.

Do not you conceive the ships introduced by capture from the enemy have had a greater effect than the number of teak ships?—That is one of the causes.

Are you aware, that by the late charter granted to the Company, one class of their ships must be discontinued, the extra ships; that they do not renew any of them as they fall off?—Yes, I am.

Supposing the teak ships not to have been admitted, would not, in due course, a certain number of Indiamen have been upon the stocks at this moment?—I should think there would.

How many teak ships have been taken into the Company's service within these twelve months?—Not more than two, I think.

Have you any reason to believe, that if those ships had not been built in India they would have been built in the Thames, and not in the Out-ports?—I think it is probable they would have been built in the river Thames.

Do not you know, that when a ship is to be built for the India Company in India, more time must be taken progressively to finish that ship, than if she was to be ordered in the river Thames?—Yes, it must.

Do you know of any sale of East India built ships being made in the Thames lately?—No, I do not, without it is two small ships to the Government.

Do you know a ship called The Swallow, an India-built ship?—Yes.

Having been sold in the Thames lately?—I did not know she was sold.

Any other?—No, I do not know of any other.

Mercurij, 20° die Aprilis 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Nathaniel Atcheson, Esq. Examined by Mr. HARRISON, on behalf of the Petitioners.

Nathaniel Atcheson, Esq.

HAVE you made an Abstract from the two papers numbered 245 and 136, of the last Session of Parliament, of the Account of the number of ships built in India, and admitted to register from 1794 to 1813; and of some others admitted to entry, but not registered, taken from the accounts printed by order of the House of Commons on the 9th of April and 1st of June, referred to by the above numbers; and also, an account of the number of India-built ships admitted to registry since 1794, printed by order of the House of Commons on the 1st of June 1813?—I have.

[Abstracts (A) and (B) delivered in.]

(A.)

AN ACCOUNT of the Number of Ships built in India, and admitted to Registry, from 1794 to 1813; and of some others admitted to entry, but not registered.

Ships admitted to registry	- - - - 76	- -	Tons 47,475
Of Ships admitted to entry, and not registered	- 8	- -	Tons 9,003
Total ships	- 84	- -	Tons 56,478

(B.)

Nathaniel Atcheson, Esq.

ABSTRACT of the Account of the Number of India-built Ships admitted to Registry since 1793.

Years.	Ships.	Tonnage.
1794	1	654
1795	—	—
1796	14	8,187
1797	7	4,190
1798	2	1,061
1799	6	4,782 $\frac{1}{94}$
1800	6	3,229 $\frac{3}{94}$
1801	3	2,162 $\frac{51}{94}$
1802	10	6,434 $\frac{7}{94}$
1803	—	—
1804	3	1,455 $\frac{61}{94}$
1805	1	119 $\frac{68}{94}$
1806	3	1,340 $\frac{10}{94}$
1807	—	—
1808	1	477 $\frac{40}{94}$
1809	—	—
1810	5	3,894 $\frac{43}{94}$
1811	3	1,854 $\frac{60}{94}$
1812	7	4,712 $\frac{58}{94}$
1813	4	2,924 $\frac{75}{94}$
Total	76	47,475 $\frac{58}{94}$

Average 623 tons each.

Is the Abstract produced a correct one?—I believe it to be so.

Committee.]—Did you make it yourself?—It was made by another gentleman; I went over it, and it appears to be correct.

Mr. Harrison.]—After that Abstract was made, did you examine it with the Original, so as to see that it was correct?—I did compare it with the original paper, and I believe it to be correct.

Will you state how that Abstract is made, with reference to ships not registered?—It appears by the account, No. 136, presented by Mr. Morris to the House of Commons, that three of the ships therein mentioned did not appear to have been registered on the 11th of May 1813, by the account delivered in from the Custom House by Mr. Willoughby, No. 245, and are consequently not included in that account; the names of those ships are as follow: The Sir Edward Hughes and The Britannia, in 1796; The Inglis, in 1812; and five ships stated to be then building, by Mr. Morris's account; together 9,003 tons.

Committee.]—Is that the tonnage stated in your Abstract to be not registered?—It is; I have used the account presented by Mr. Morris, No. 136, to ascertain the number of India-built ships employed by the Company, which do not appear to have been registered by Mr. Willoughby's return.

Mr. Harrison.]—Will you explain the circumstance of The Sir Edward Hughes appearing repeatedly in that account, 136, and why you have taken it in your account of unregistered tonnage in the way you have done?—I have selected from that account the names of three ships, which do not appear to have been registered by Mr. Willoughby's account, the names of which I have before given.

Committee.]—Then in computing this tonnage from No. 245, you have not taken any ship twice over?—Certainly not.

In making up the account or abstract marked (B.) now given in, have you proceeded upon any data that are not contained in the parliamentary papers No 245 and 136?—No, certainly not.

Committee.]

Committee.]—Was 1793 the first year in which India ships began to come to this country?—The first India-built ship registered, was in 1794, according to the parliamentary account, 45. I have no knowledge of any having come earlier. I have no knowledge of the state of the building in the river Thames in those years, but what I have taken from the public accounts. *Nathaniel Atcheson, Esq.*

Looking at that account, No. 84, have you made any calculation of the state of building, as appearing on the face of that account, previous to the year 1794, and subsequent to the year 1794, taking the ships launched in the river Thames for the service of the East India Company?—The account, No. 84, shews the state of the building in the river Thames for the East India Company's service, from the year 1770 to 1812 inclusive, containing the names of the ships, the tonnage of those ships, and the single ship then building.

Have you made any comparison, as arising out of that account, between the state of the building in the river Thames for the East India company, previous to the year 1794, and subsequent?—I have (but not here) an Abstract of each year, containing the number and the tonnage of each vessel built.

Do you know any thing of the state and history of any of those ships contained in number 245?—I have no knowledge of it whatever.

Do you know what number of those stated to have been registered in this country, have been sold in this country?—I have no correct knowledge of that fact.

Have you made any enquiry?—I made some enquiry three years ago, when this question was coming before the Government; when I found some of them had gone into the general trade of the country.

Have you at home any document, from which you can speak with certainty to that fact?—No, I have not.

Mr. Harrison.]—Did you make an Abstract from the printed paper presented to the House, No. 140, of the number of ships, and of the amount of tonnage respectively, at the ports of Calcutta and Bombay?—I have added up the two accounts presented to the House, No. 140, and have stated in an Abstract the result.

[*Abstract delivered in.*]

(C.)

ABSTRACT of the two Accounts of the Number of SHIPS belonging to the Ports of Calcutta and Bombay, on the 31st December 1811, of which it is not ascertained what proportion was built in any of the King's dominions in India, or elsewhere. Printed by the Order of the House of Commons, of the 13th day of April 1813.

	Ships.	Tonnage.	
Calcutta	92	31,709	Average of 344 tons each.
Bombay	26	15,899	Ditto of 611 tons each.
Total	118	47,608	

Committee.]—Do you know what number, and what is the tonnage of those ships included in that account, which have entered into the trade between this country and India?—I have no knowledge of the ships mentioned in these accounts, farther than that which appears upon the face of them.

Do you know how many ships there are included in that Account that are under 350 tons?—The account will shew that.

Mr. Grant.]—The Abstract does not shew that?—No; the Abstract does not shew that; it shews the average tonnage of the whole.

[*Abstract delivered in.*]

(D.)—ABSTRACT

(D.)

Nathaniel Atcheson, Esq.

ABSTRACT of part of the two Accounts printed by Order of the House of Commons, of the 15th day of March and the first day of June, 1813, of the Ships built in the River Thames, from 1795 to 1813, both inclusive, for the East India Company's Service, and for the Merchants Service; distinguishing each.

	SHIPS built in the River Thames, for the East India Company's Service.			SHIPS, VESSELS, and River CRAFT built in the River Thames, not for the East India Company.		
	YEARS.	SHIPS.	Amount of their Tonnage.	SHIPS.	TONNAGE. TOTAL.	TONNAGE. Average of each Ship of this Class.
Average building per annum, during these 10 years, seven ships.	1795 - -	1	1,439	20	1,706	85
	1796 - -	17	19,918	27	1,536	53
	1797 - -	4	5,239	36	2,812	78
	1798 - - -	6	4,788	34	1,978	58
	1799 - -	10	8,201	44	4,700	107
	1800 - - -	5	5,385	48	5,329	111
	1801 - -	8	8,066	46	2,960	64
	1802 - -	16	14,682	38	2,670	70
	1803 - -	4	3,721	45	2,172	48
	1804 - -	6	4,698	26	1,388	53
Ditto - - - during these 19 years, two ships.	1805 - - -	2	1,638	26	1,401	54
	1806 - -	1	1,273	22	1,324	60
	1807 - -	- -	- - - -	24	989	41
	1808 - -	3	3,997	18	867	48
	1809 - -	1	820	15	808	54
	1810 - -	1	955	30	4,877	162
	1811 - -	6	6,829	24	2,755	115
	1812 - -	6	6,711	19	1,280	67
	1813 - -	1	1,257	—	——	——
	1814 - -	—	——	—	——	——
	TOTAL -	98	98,717	542	41,552	76

FURTHER ABSTRACT:

98 Ships built in 19 years in the river Thames, for the East India company's service - - } Average 1,007 tons each.

542 Ships, vessels and river craft, built there in the like period, not for the East India company's service - - - - - - - } Average 76 tons each.

Decrease:

Built in the Port of London, for the East India company, from 1795 to 1804 - - - - } Ships 77. Tons 76,127.

- - - - - Ditto - - from 1805 to 1814 - Ships 21. Tons 22,590.

Decrease of building of East Indiamen in the Thames since 1804 - - - - - - - - } Ships 56. Tons 53,537.

Mr. Grant.]—Does the Abstract (C.) include any data taken from any other document than No. 140 of the parliamentary papers?—Certainly not; (D.) is an Abstract of the account 84 and 247.

Does the Abstract (D.) proceed upon any data not contained in the parliamentary paper 84 and 247?—The Abstract contains results from the parliamentary papers.

Committee.]

Committee.]—And from those only?—None other.

Nathaniel Atcheson, Esq.

The first ship appears, from the paper No. 245, to have been registered in 1794?—Yes.

Mr. *James Hughes,* Examined by Mr. HARRISON.

Mr. James Hughes.

Were you originally bred a shipwright?—Yes, I was.

In what yards were you brought up a shipwright?—His Majesty's yard at Deptford.

How long did you remain in the yard at Deptford; up to what age?—To one-and-twenty.

After that where did you go?—After that I was solicited to go abroad, on a three years station to Halifax.

Upon the Government service?—Upon the Government service.

Upon the discharge of your duty as a shipwright?—Yes.

How long did you stay abroad?—Four years at Halifax.

When did you return to England?—I returned after that time to Deptford again, and had a servant for seven years to serve me.

Had you after that a superintendence in the yard?—There I was a quarterman; to superintend the ships, to keep an account of the men's work, the produce that they do, that they shall be paid for so doing no more nor less.

Committee.]—Is that an office belonging exclusively to the King's yards?—Yes, quarterman to the shipwrights.

Mr. Harrison.]—Were you afterwards engaged in superintending the Dublin man of war, in Mr. Brent's yards?—Not for some time after that; I had an order to go under Government, to Gibraltar, in the same situation as before, with letters of recommendation to be promoted for past service.

I believe you are now retired on an allowance from Government to live upon?—I am retired on a remuneration to live upon; I have been twenty-seven years in that yard.

Had you the superintendence of the Dublin, which was built in Mr. Brent's yard?—Not altogether.

Will you state what superintendence you had?—So far as this; I had a warrant from the Admiralty to superintend the Edinburgh, in Mr. Brent's lower yard, and was in the habit of going to Mr. Brent's upper yard, with my brother officer the overseer; we go and look to each other's ship, and give information to each other, because what one person might do, another might not do; therefore he comes and looks at my ship, and I used to take a walk up and look at the Dublin, for information for myself indeed I may say; for there are many ships I have had the superintending the building of, and I hardly ever knew two alike.

You liked to see at that time as many as you could?—Certainly; for information.

Respecting the Dublin, you had not the interest in her execution that the actual builder had?—No; nor no charge to me let her be built as she would; no, I looked to my own ship.

Who superintended the Dublin?—There were two; Mr. Randal, I think that was the name.

I take for granted the credit of a superintendent of a man of war in the merchant yards, is affected in a degree by the examination when she is to pass for a certificate?—Certainly.

You necessarily therefore watch her very much, in order that the ultimate examination may prove a credit to your superintendence—Certainly; for if I, as an officer, pass such and such works, to that ship there are two surveyors, which come over me twice or thrice a week; and that is not all, for after that, when the ship is launched, she has then to go to a King's yard, and there to be docked and surveyed, and examined in the minutest point that can be, before they will grant a certificate; therefore an overseer or a surveyor has not done with the ship when she is received into His Majesty's service as a good ship; for if any defect or fault shall occur in the repair of that ship in future, my bread is at stake; I am liable to be dismissed if that work is executed in an improper manner, I am called to an account and dismissed from my services.

Have you got with you a copy of a Contract?—Yes, I have.

Does that contract which is usually made contain a very accurate and minute specification of how the work is to be done, and of what materials it is to be composed?

Mr. James Hughes.

posed?—Particularly size, dimensions and quality; and it goes further than that, that is to say, according to drawing or contract, in manner which shall be directed by the surveyor.

By contract he is bound to build as you direct?—It is a contract on the part of the builder, but not as on the part of Government, for they will have it built as directed or ordered.

Is that the usual nature of all contracts?—This is the contract of The Dublin, and The Edinburgh, and The Benbow.

You have stated that three ships were built under that express contract, but is that the general nature of the contracts made?—It is, generally speaking.

Is the period for which a ship must stand for seasoning, left to the discretion of the persons who superintend on the part of the Navy Board?—By the Admiralty and Navy Board, it is, but not to that person.

Is the period for which she is to stand to season at the discretion of the Admiralty?—Yes; it mentions it in the contract.

Committee.]—After she is built?—No; when they have got up her frame.

Mr. Harrison.]—The Government therefore are to occupy the slip as long as they think it necessary for the purpose of seasoning the ship?—Quite so; if a merchant builder wanted that slip to build any ship he could not have it; unless the Board gave directions to launch that ship, she must stand there as long as they think proper.

The principal seasoning takes place when she is in what they call her timbers?—In her frame.

I asked you about The Dublin, because I collected that you were not interested in her ultimate examination?—Not at all; no further than for information.

But you had abundant opportunity of seeing how she was constructed?—There was not a week but I saw her.

Was that vessel constructed with great care and attention, and of good materials?—Yes.

From your general knowledge of ship building, acquired in His Majesty's Yards, and as superintending men of war that have been built in the merchants yards, I wish you to state to the Committee, your opinion as to the mode of building in the merchant yards, whether it is excellent, or not?—Their mode is conformable to the Navy Board, therefore the builder has not a voice in speaking how he will build or equip his ship.

Do they, or not, do their work in a workmanlike manner, and in a proper way?—Yes; they do.

In your judgment, is the work done in building a 74 as well done in a merchant's yard as in a King's yard?—Equally so; for this reason, for they are both done by one mode, that is, by task; in both King's and merchants yards the men are paid by task.

Do they in the merchants yards employ as skilful men and as good materials?—Most of the men are brought up in His Majesty's yards, and leave the service to come to work in the merchants yards.

And many, I suppose, brought up in the merchants yards go to the King's yards?—Certainly; as many, and more at this time.

Has there always been a constant interchange of men from the merchants yard to the King's yards?—Yes.

Committee.]—Do you know under what circumstances they go from one yard to the other?—When there is a slack time in the River, many of them will go into the King's yards to serve themselves; and when work is brisk, they will come to the merchant service again.

Mr. Harrison.]—Have you from the sort of opportunity you have had of witnessing the mode of working in the merchants yards, seen the construction also of East Indiamen?—Yes, I have; I have been eleven years in the River, superintending the King's ships and repairing King's ships.

In the merchants yards?—Yes, in the merchants yards.

When you speak of repairing, what description of ships do you allude to, seventy-fours?—Sixty-fours; The Intrepid, 64, a very large ship.

If you were told that ships that were built in merchants yards had been lost, is there any thing which would lead you to suppose it was by negligence in their construction?—By no means.

Are

Mr. James Hughes.

Are you acquainted with the different yards of the private builders on the Thames?—Yes, I am.

I suppose you cannot state the number of men they were in the habit of employing when in full work?—I cannot state exactly; I should suppose, as a rough calculation, between four and five thousand.

That is including all the yards?—Yes, in the merchants service; not such people as have a place to put a few boats, but those who have principal yards.

For vessels employed in trade; but not the small craft, and vessels of that sort?—No.

Have you examined the merchants yards lately?—Yes, I have.

And been through them all?—Yes, I have.

Will you be so good as to state to the Committee, what is the present state of the private yards on the river Thames?—They are in a deplorable state, I dread to go to them, it looks like Sunday instead of week days.

Will you name the yards you have been to lately?—Wallis, of Blackwall.

When did you see that yard?—Yesterday.

Is that a yard which you have been acquainted with for years past?—Ever since it has been opened.

Then you are able to know by comparison its present state and appearance, as to work and employment of men with its former state?—Yes.

In what state did you find it?—Not a ship building; nor not a ship on the slips; nor not one man employed in it.

What is the next yard?—Messrs. Wigram and Green, of Blackwall.

Is that a large yard too?—Yes; it is a large yard, there are seven slips for building.

What is the size of Wallis's yard?—But a small yard.

Is that competent to build East Indiamen and seventy-fours?—It has built frigates.

What is doing at Wigram and Green's?—There are two double docks, and two single docks.

That is a large yard?—Yes, it is.

Capable of building seventy-fours, and vessels of any description?—Yes.

What is the state of that yard?—There is nothing doing.

That yard, with seven slips, four docks, and so on, is absolutely without employment?—Yes, it is.

What is the next yard?—Pitcher & Sons.

What is the state of that yard?—There is one slip for building, two double docks, and one ship repairing.

What is doing there?—There are a number of people.

What is doing to that ship?—There is a ship lying there, but nothing doing to her.

Mr. Pitcher has a large dock at Northfleet?—Yes, he has.

That is a dock of considerable size, is it not?—Yes, it is a dock of considerable size.

That you did not go to?—No; but by the information, there was nothing there.

State the other dock?—Barnard & Roberts.

What is the size of that yard?—Four slips for building, two double docks, one single dock, and one ship now repairing.

What is doing there?—There are eight shipwrights at work, four blacksmiths, and five joiners: The next is Dudman & Co.; there are five slips for building, and one double dock: Messrs. Brents, Rotherhithe; seven slips for building, two double docks, one single dock, and one ship now repairing: Blackett, Millwall; one double dock: Hill & Sons, Limehouse; two slips for building ships, two double docks, and one ship now repairing: Curling & Co. Limehouse; three slips for building ships, two double docks, one single dock, and one ship now repairing: Tebbutt & Co. Limehouse; one slip for building ships, one double dock, and one ship now repairing: Dowson & Co. Limehouse; one double dock, and one ship now repairing: Young & Co. Rotherhithe; two slips for building ships, and two double docks: Thompson, Rotherhithe; one slip for building ships, and one double dock: Mestaer, Rotherhithe; two slips for building ships, one double dock, one single dock, and one ship now repairing: Longbottom, Ratcliff-cross; one double dock, and two ships now repairing: Fletcher & Son, Shadwell; one double dock

Mr. James Hughes.

and two ships now repairing: Luke & Co. Wapping; one double dock, and one single dock: Beatson & Co. Rotherhithe, one slip for building ships, and one double dock: Mitchell, Millwall; one single dock: Rattenbury, Millwall; one single dock, and one ship now repairing: Westlake, Millwall; one single dock, and one ship now repairing.

In any of those yards in which you found nothing doing, if a large ship had, in the course of that morning after you went away, been brought in to be repaired, a number of men would have been put on?—Certainly; when I went round those yards on the 18th and 19th, that was the statement of the yards.

Mr. Grant.]—Were you in all the yards on each of the two days you have mentioned, or were you in some of them at four on the 18th, and in others at four on the 19th?—No part of them on the Rotherhithe side I went to on the 18th.

At what time did you go the next day?—At six in the morning I went to Mr. Brent's yard; I went into the counting house.

Have you ever before seen the yards in such a state as they are at present?—Never so bad.

I believe in Mr. Wigram's yard there have been lately building a considerable number of frigates?—A number of frigates.

Those are all completed?—They are all launched.

During the periods in which those frigates were building, a great number of hands were employed?—A great number.

What number of actual shipwrights do you generally have employed upon a vessel in which particular expedition is not wanted, of 1,200 tons?—Sixty shipwrights, if the ship is not in a hurry.

And at particular periods you would put on twice that number?—Yes.

Committee.]—What is the time you give for building a 1,200 ton ship, not being in a hurry?—About thirteen or fourteen months.

Mr. Harrison.]—If the timbers are seasoned?—She will not stand to season in that time.

That is the period of her construction?—Yes.

And at times she finds employment for twice the number of men you have mentioned?—Yes; in a hurry.

What proportion of other people will be in the yard, as compared to the ship wrights, ordinarily speaking?—About sixty in the different branches.

Does that include the labourers?—Yes, it does.

The shipwrights are about one half the whole number?—About the same in the different branches; sawyers, blacksmiths, caulkers, and so on.

Is that for the whole time?—For the whole time.

I wish to ask you whether, in the construction of a ship, you are obliged, from the nature of the work, to select and employ only people that have served sufficiently long to become skilful?—Yes.

Is the length of servitude of a shipwright such, as to give a man only a title to be put on such work?—Not a day too much.

Am I to suppose too, that builders cannot get hold of carpenters, and common and ordinary people, and set them on to shipwrights work?—If the builder would, the men would not allow it.

If there was no arrangement of that sort among the men, is the period of seven years too much to give a man more than a competent skill to be employed?—No, by no means; a builder would not employ a bad man, for fear of having his materials spoiled.

What proportion of the men employed upon a ship must have the skill that is acquired by the ordinary length of servitude?—Every one, or he will not be employed as a mechanic.

The shipwrights and carpenters work with a different set of tools, do not they?—Quite so.

The one squares by adze and axe, and the carpenters never use that?—They are quite different tools.

You recollect the last period of peace?—Yes.

Has it been usual, upon an occasion of that sort, for a considerable number of men to come from the King's yards?—It has not been the habit, of late years, to discharge the people from the King's yards; they let them reduce themselves; they do not take others in, but they let them reduce themselves by deaths.

They

Mr. James Hughes.

They let any man who wished to go into the merchants yards, go out?—Of course.

Did the merchants yards afford employment to persons who chose to seek it in that way?—Fully.

I need not ask you, whether now they can find anything upon the River to do?—It is shocking.

Have you examined the number of ships in the River built in India?—Yes, I have.

What ships have you found built in India now on sale in the river Thames?—I put them down on a bit of paper this morning.

Look at that piece of paper; will that refresh your memory as to the names?—There is The Countess of Harcourt, 501 tons, lately sold; now lying in the Canal, Blackwall. There is The Lord Minto, 642, for sale, lying in the Canal. The Bengal Merchant, 466 tons: I am not certain whether she is sold or is to be sold; I could not get the information on board, the people could not tell me; this vessel lay in Mr. Pitcher's dock. There is The Henry Wellesley, 350 tons, for sale in the Canal. There is The Countess of Loudon, 500 tons: I am not certain whether she is for sale; I could not get any information. There is The Swallow, 333 tons, for sale in the Canal. The Earl of Balcarres, 1,300 tons. I am not certain whether she is to be sold or not; she is lying in the East India Docks. The Mornington, 770 tons, lying at Blackwall: I could not get any information whether she was to be sold or not; she is a country ship. There is The Malabar, 450 tons, now sold, and in the transport service.

Committee.]—Do you know how long any of those ships have been on sale?—No.

Have you seen them there for any considerable length of time?—No, I have not noticed them.

Mr. Harrison.]—Do you know the hand-writing of Mr. Legge?—No, I do not.

Or Mr. Peake?—Yes, I think I do.

[*Cross-examined by Mr. Grant.*]

You have mentioned among those ships, The Mornington, to be sold?—No, I am not certain of that.

How have you derived your information with respect to those vessels?—By going on board, and inquiring of the officers on board whether they were for sale or were sold; that is the information I have got since five o'clock this morning.

Because I understand The Mornington not to be for sale?—So it might be, for I could not get the information from the officers on board.

What did the officer on board that vessel tell you on the subject?—I cannot charge my memory; there are ten ships, and it is not to be supposed that I can remember what they told me now; I believe it was that they could not tell me whether she was to be sold or not.

What sort of answer did you receive on board The Earl of Balcarres?—Not certain whether she was to be sold or not.

Are we to understand, that when they gave you no answer, or did not tell you that the ship was to be sold, you concluded that it was uncertain; or that you mean to say, they told you that it was uncertain?—I concluded they could not tell whether she was to be sold or not; I could not get an answer; that is my meaning.

Can you form any estimate of what has been the number of shipwrights employed in the merchants yards in the river, generally at one time, for some years past?—Not minutely, only from my habit of seeing it, as I said before, between four and five thousand people; shipwrights and caulkers, I mean to say.

What number of shipwrights, properly so called?—I suppose upwards of four thousand; four thousand five hundred I should suppose; I cannot speak from knowledge, but according to my opinion, I suppose there must be pretty near 500 caulkers in the river Thames.

I understood you to say, that upon any one ship the number of shipwrights employed was generally about equal to the number of all the other people you mentioned, such as joiners, blacksmiths, sawyers and labourers?—Yes.

Are we to infer, that the number of those persons you have mentioned, not being properly shipwrights, has of late years been about equal to the number of shipwrights employed?—Yes; I should suppose where there was a call for shipwrights there was a call for blacksmiths and sawyers and joiners, and the different trades.

Mr. James Hughes.

Upon the whole, have the number of those persons been generally about the same as the number of shipwrights?—Yes, generally.

What is the effect of the slackness of work on any of those other employments?—They cannot get work, they live on what they have been earning.

Do not they turn their employment to other ways?—I do not know that people will employ the blacksmiths, they are confined to a rough work, they cannot make locks and keys.

You have described the present state of the yards to be deplorable for want of work; I want to know whether that observation is confined to the shipwrights alone, or all the other handicrafts you have mentioned?—To the shipwrights chiefly, but if the shipwrights stop all the others stop.

You say the shipwrights are not at work, as if it was Sunday?—Yes, and so are they all.

Do you mean to say, that the other people cannot get employment?—It does not appear like it; they are walking about, and appear dejected.

There are perpetual variations in general, in the number of persons employed in the yards, not only from day to day, but sometimes from hour to hour?—Certainly; if my men had done their work, and I had nothing else, I used to turn them off, at sometimes half, and sometimes a quarter of a day.

You have stated, that there is perpetual interchange of workmen between the King's and merchants yards?—Yes, I have.

What circumstances produce that interchange?—Owing to the slackness of work in the river Thames.

What circumstances occasion the transfer of workmen backwards and forwards?—Owing to the dearness of provisions; and sometimes in the King's yards they make very low wages; there are different systems of paying their wages, by which the people are obliged frequently to leave them; now at this time, they earn better wages than they used formerly, such as task work.

How long has that been the case in the King's yard?—Seven years.

Then you conceive them to move chiefly from being tempted by higher wages?—That was sometimes the case, not always, sometimes pleasure; some do not like the confinement in the King's yard; that is only my own opinion.

Are there not considerable advantages in the King's yard besides the mere wages?—No; no other advantage.

Do not they come to some situations?—After having been there two-and-thirty years, they are allowed four-and-twenty pounds a year.

In case of accidents, have they no advantage?—In case of accidents they have it also; I believe the times are different from what they used to be; when Lord St. Vincent went away, he altered the time, and superannuates a man when he becomes unable to earn his wages, whether from sickness or other circumstances.

Mr. Grant.]—Are you able to say, whether the shipwrights employed in the merchants yards are generally in the habit of working throughout the week, or only on particular days?—Some will take a day after three weeks or a month, some will take half a day then, but never otherwise.

What do you mean by stating, that the confinement in the King's yards is so much greater than in the merchants yards, and yet that the work will be done in the same time?—They are obliged to be within the gates to answer to their names, and are obliged to lose half a day if they are not there to their time; a man comes to us ten minutes after his time, and we take him on.

Do you know whether shipwrights have been ever in the habit of coming from the Outports to London, or going from London to the Outports?—I have known several come from the Outports in the North to London.

And from London to the Outports?—No, I cannot speak to that; but I believe there are very few that go but wish to come back again, if they can get work here.

Are there a good many shipwrights employed in the River, in other yards than where large ships are built?—On small craft there may be a few.

Is there any difficulty in shipwrights employed in the larger yards turning their hands to the work in the yards where that small craft is built?—No; but those people do not want more than three or four men, and there are forty or fifty men in the large yards, who cannot all go there.

Do you know the number of men employed in the River in those small yards?—No, I do not

Can

Mr. James Hughes.

Can you state what has been the general rate of wages in the river for shipwrights of late years?—Yes.

What has it been?—From five to seven shillings a day, for the last seven years.

To what period of time do you look back when you say that?—Seven years.

You mean to say seven years ago the wages were five shillings?—It may be longer.

You do not know of any decline in their wages of late?—No.

You have stated that you saw a ship building in Mr. Pitcher's yard?—No, there is no slip building in the river Thames.

You say you saw a ship in Mr. Pitcher's yard?—Yes.

What vessel is she?—I think she is one of the country built ships.

There is nothing doing to her now?—Nothing.

What is the cause of that?—I cannot say; possibly they are waiting for orders.

To what, in your judgment, is the slackness of the work in the River owing?—Owing to so many ships being built abroad that has brought home the produce to this country, which has prevented our merchants from embarking in the same line.

To what country do you allude when you say "abroad"?—India.

You conceive that the introduction of India-built ships has been the occasion of the present decline of work in the River?—Yes, I do.

Committee.]—Do you mean to say, that is the sole cause?—Yes, I do.

Are you aware how many India-built ships have been introduced in the manner you describe?—I cannot charge my memory exactly, I cannot say from information, but I suppose upwards of sixty.

Within what time?—Within these ten years.

You suppose there have been upwards of sixty within these ten years?—I only speak generally.

Mr. Grant.]—Then you conceive that the introduction of those sixty ships has been the sole cause of the entire decline of work for shipwrights in the river Thames?—I should think so; that is my own opinion.

Are you aware of any prize ships having been introduced into this country within the last ten years?—I have heard of it; but do not know it of my own personal knowledge.

In your judgment has the number not been sufficient to affect, in any manner, the state of ship building on the river Thames?—No; I should suppose, by what I have heard of them, there being but few, that it would have no great effect.

Do you mean to say, that from the best of your information, the ships that have been made prize from the enemy within the last ten years have been very few?—Very few, only two or three, and that would make nothing on the river Thames.

Do you mean that answer to apply to prize ships, of whatever size?—Four or five hundred tons, those I have heard of. I never heard of them exactly by name, but I have been told of two or three that have been taken up as prize ships; I never heard of but a few; mostly they are broken up, we generally break them up.

My question is, whether the introduction of prize ships into the general trade of the Country, has been such as to affect the trade of the Thames?—No, I do not think it has. I think they have been broken up, rather than put into any part of the trade of the Country.

Supposing, that in the year 1813, there were employed in the general trade of this Country 518,000 tons of prize ships and upwards, do you conceive that the employment of that quantity of tonnage, of that description, would affect the state of Shipbuilding on the river Thames?—It would affect it as far as this; it would not affect the workmen much; for the merchants do not have a great deal done to them when they take them up.

Would not that render it less necessary to build ships on the River?—Not for the East India line.

In the general trade of the Country?—Of course; if that shipping was there, of course there would be less shipping wanted to be built.

Committee.]—But you have no notion that there can be any such quantity of tons of prize ships in the employment of the trade of the Country?—No.

When you assigned the introduction of the India shipping, as being the cause, you did not think of there being any such quantity; did you?—No, I did not.

Mr. Grant.]—Is the price of ship-building in the river high, or otherwise, at this time?—It is not quite so high as it has been.

Mr. James Hughes.

Within what time has any decrease of price taken place?—Within these seven years I have known shipping at 36*l.* a ton, and I have known it at 33*l.* 10*s.* fifty shillings less; I speak of men of war, 74's.

Committee.]—Will you specify the period at which it was 36*l.* a ton?—Seven years ago I built a 74 for that; The York.

What was the price in any one or two years preceding that; what was the price in 1804?—I cannot exactly speak to that.

In 1803 or 1802?—I cannot speak with correctness, because I was not in it then, and therefore cannot speak to it.

When was the first year you were in it?—Nine or ten years ago in the repairing, but not in the building.

Do not you know the common rate of building then?—Not exactly; when I had a 64 repairing, I had no contract.

Did that price of 36*l.* per ton arise from the price of labour, or the price of timber?—The price of wages, and every thing in the shipbuilding line.

Were they higher than they are now?—Considerably; deals were 5*l.* a piece.

Then it was in the price of the timber?—In foreign timber; that was brought from Dantzic in the time of war.

Do you mean to state, that that price did not arise very considerably from the great demand there was for building in the river?—I suppose it is like all other things; they charge more when they have plenty of work.

Mr. Grant.]—Has the price of building merchants ships in the River been high or low of late?—I should think it has been higher than it was,

How long did the high price continue at 36*l.* a ton?—About two years.

Committee.]—That is during those particular contracts?—Yes; there were three, I think I may say.

Mr. Grant.]—Is there not usually a slackness of shipwrights work in the River at particular seasons of the year?—Yes; there is.

Is not this one of of those seasons?—Yes; it is, when the Indiamen are all equipped.

Is not this one of the seasons?—Yes, it is.

We have heard, that on the breaking out of a war, it is usual for some shipwrights to remove from the merchants to the King's yards; is that so?—Yes; a few, not a great quantity.

Can you at all state how many might remove in that manner at the commencement of this war?—It is impossible for me say that.

Should you conceive that a great proportion of them removed in that way?—It depends on whether there are King's ships building in the River at the time; if there are King's ships building in the River when it is war, they would not go into the King's yards, because they would make better wages.

You think there are not many remove?—Not many; there are a few.

[*Re-examined by Mr. Harrison.*]

Your experience and knowledge has been principally derived on the River, except so far as you have been abroad?—It has.

Then you are not competent to give any opinion as to the effect of prize ships on building, except as it affects the river Thames?—No.

What has been the description of ships that constituted the employment of the large yards, of which you have been giving evidence?—Ships for India.

Has the building of ships for India been the great employment of all those yards?—Yes, it has.

Not the building of ships of other descriptions?—Not the building of ships of other descriptions.

Since your knowledge of those yards, has the employment of building ships for India constantly kept a certain averaged number of men employed in those yards?—Not exactly; it fell off these last three or four years.

But I speak of ten or fifteen years back?—I do not think there were so many ships in the service, five-and-twenty or thirty years ago.

But, taking the period of twenty-five years ago, up to the present three years, have you observed them in an averaged state of employment?—Always employed.

With respect to the slackness of work, does it depend more on repairs than building?

Mr. James Hughes.

building?—We are slack now because we have equipped the ships, and they are going out; some of them are gone.

Then all repair-work is at a stand at this period?—Yes.

And the work that would be now doing, in ordinary times would be the building on the stocks?—Yes, certainly.

It would be slacker, because thay have not the two employments of repairing and building?—Yes.

Do you ever recollect such a time before, when the yards were without a ship building in them?—Not for six or seven-and-thirty years.

With respect to the tonnage of prize ships, as interfering with the general building, you know nothing?—Very little.

Your evidence went to their affecting the yards in the Thames, whose employment you state to be the building of India ships?—Chiefly.

And they chiefly depend on the building those ships for employment?—Yes, they do.

Was building upon speculation formerly allowed for India ships?—Yes, in the River there were many built on speculation.

That latterly has not been permitted?—They do not like it.

[*Examined by the Committee.*]

You state, that the ships that are usually under repair, are out of dock at this period of the year?—Most of them are gone their voyage.

Then there is nothing surprising in their being none to repair now?—No? I speak of building.

Have you any general knowledge of the state of building for the last two years?—Yes.

Do you know that there have been a great number of ships within the last two years built for the service of Government?—There have.

Were great exertions made to fulfil those contracts by the different builders?—Yes, the greatest; they worked early and late on them to get them done; they were tied up to a certain time.

Those contracts have been fulfilled?—They have.

Will you take upon you to say the slackness of work is not owing to that great demand having been fulfilled?—No; I do not think it is altogether.

Has not that a considerable effect?—Of course it must make a difference; when there were those ships building, there were no Indiamen building; if there had been as many Indiamen building as formerly, I do not know where they could get the men.

Is not the slackness upon the River owing to those ships being built?—The ships have gone out, and the men have no other work to do.

You stated that there were about four or five thousand men employed in ship building in the Thames?—Yes; I cannot speak exactly, about 4,500.

And that about sixty shipwrights are employed upon a ship of 1,200 tons?—Yes; and sometimes twice the number I said.

Then how many ships of 1,200 tons would it be necessary to have constantly building to keep those 4,500 shipwrights employed?—About a dozen I should think.

From calculation it appears that it would require seventy-five?—There are sometimes twice the number employed about a ship.

You attended the building of The Dublin, at least you saw her?—Yes, I did.

And you have stated she was constructed of good materials?—Yes, I have.

Do you know any thing of that ship after she was launched?—No, I cannot say that I do.

Do you know where she went?—No, I do not.

Do you know when she returned?—No.

You do not know in what state she returned?—No, I do not.

If The Dublin after one year's cruize, without having met with any particular accident, should have returned in such a state as to be immediately ordered to be paid off, and to require 20,000*l.* to be laid out in her repair, should you still think she was properly built and of proper materials?—Yes, if she had not been built six months; a ship at sea may meet a gale, and not be able to weather the storm.

If The Dublin after one year's cruize, without having met with any particular accident, should have returned in such a state as to be immediately ordered to be paid

Mr. James Hughes.

off, and to require 20,000 *l.* to be laid out in her repair, should you still think sh was properly built and of proper materials?—I must know first where it was sh failed; I do not know what part of the ship failed; is it her bottom? does she leak is she ricketty? are her fastenings drawn? I do not know what is the matte with her.

If she failed, must not there be a defect in her?—She was built as well as eve I saw a ship in my life; I never saw better materials in my life; her materials wer of the best quality of seasoned oak.

You had seen her in the course of the building?—Yes.

You had seen the materials of which she was built?—Yes.

Could you take upon yourself, in looking at a piece of oak, to say what degree of seasoning it had received?—Certainly I could; I know how long it has been felled by looking at it.

And you say she was constructed of oak that was sufficiently seasoned?—It was sufficiently seasoned for the purposes to which it was applied.

Should you still hold to that opinion, if it appeared that she had returned in a very damp and humid state?—I should consider that not owing to the building of the ship, I should consider it owing to the bad airing and looking over the ship I have known ships that have not laid at Deptford longer than three weeks, and I have seen the mildew from the hatches being shut down, which comes to the dry rot.

Is not that from the timber being fresh?—No; I have known two ships built by the side of each other, and one has gone longer than the other; you cannot account for it.

Except from the accident of not having a sufficient ventilation?—I do not know any thing else but that; it could not be owing to bad materials; that I assert.

Could a ship on service want a sufficient ventilation to preserve the wood?—There are ventilators framed on purpose for the ships; I do not know whether they are used; The Dublin was fastened with chocks instead of knees, and iron plates she was not the first built in that way.

Did those ships that were so built fail in a twelvemonth?—I never heard of them

Do you conceive it was from The Dublin's being built with chocks instead of knees, that she failed?—No.

Would that have any effect on the health of the men that were in her?—I cannot say.

Does it not raise any presumption in your mind against a ship, to hear that she wanted repairs that cost 20,000 *l.* after she had been built twelve months?—No not unless I hear where she failed; I cannot think that ever a ship wanted it.

When a ship goes to a King's yard to be examined, previous to obtaining the certificate, can all the parts be seen?—Except the frame; that is impossible.

That is a material part in the construction of a ship; is it not?—No; the fram is the least of it.

They can examine every thing but the frame?—Yes; but that they can bore and do; and there is an opening between each deck to see it.

If the frame were to fail, would not the ship come to pieces?—Of course she would not bear the sea then.

Does it never happen that the timbers in the frame rot even in the time she stands for season?—I have seen it in the King's yard, where they have been for ten or eleven years.

But you never saw an instance in which it was necessary to take out a part of the frame, because during the time she stood for seasoning, the timbers failed?—few top timbers might rend with the sun, and they might take them down and replace them; but I never saw them decay.

Did you ever see instances of dry rot in ships?—Yes.

What is the cause of it?—I believe stagnation of air.

In what ships have you observed it?—Merchants ships; there was a ship came home a few days ago, The Harrison; which was as foul as a ship could be.

Did you ever consider it as arising from unseasoned wood?—No.

Do you know what difference there is in the duration of ships built in the King's yards or in the merchants yards, or whether there is any?—Not the least, one equal to the other; why should they not, when there is a King's officer to see the in both places; there is no difference; they are all King's officers that build the ships in the merchants yards.

Mr. James Hughes.

Is that the estimation of builders in general, that the ships built in the merchants yards are as good as those built in the docks?—Equally.

You have stated that you think the slackness of business in the River is owing to the discontinuing the building Indiamen there?—Yes, I do.

You say you have known the River for many years?—Thirty-seven years.

What number of Indiamen were built in the River thirty-seven years ago?—I do not know.

Then how do you know the number of men that were employed on the work?—From seeing the ships.

You must have formed some notion how many men were employed in building Indiamen twenty years ago?—I suppose the same number that is now, about sixty in each.

How many were employed in the whole; have you any notion of that at all?—I should suppose about 14 or 15.

Then you would be very much surprised if there were no more than seven?—I cannot say; I only speak from seeing the number in each yard.

You having made up your mind that this falling off was owing to the ceasing to build Indiamen, and you conceiving that the average was fourteen Indiamen in a year, fourteen or fifteen years ago, if you heard that it never amounted to more than half that number, of course that would account for the falling off of the employment?—Yes.

At the rate you have stated for shipwrights employment, if seven ships are built, that would not give employment to more than four hundred and twenty men?—No, not in that line; but then there are all the King's ships.

You have stated, that you think the discontinuing of building Indiamen, is the great reason of want of employment now?—Yes, I do.

According to the rate you have given us of work, suppose seven ships of twelve hundred tons each were the average built twenty years ago, the whole number of men employed in building Indiamen would be but four hundred and twenty?—Yes.

What is the quantity of men an eight-hundred-ton vessel will give employment to?—I suppose about fifty.

If, therefore, a part of these seven ships were eight-hundred-ton ships, of course the number of men ordinarily employed in India ship-building would be so much the less?—Yes.

Supposing Indiamen building to be discontinued, you would not have more than four hundred and twenty men thrown out of employment?—Yes, ten times the number in repairing.

But the subtraction of the building would not throw more than that number out of employment?—I do not know.

Have you seen any great difference in the quantity of repairing lately in the Thames, from what there used to be?—Yes, there is.

And where do you suppose those repairs are now done that used to be done in the river Thames?—They do not want any repairs.

The India ships want less repairs now than they used to do?—No, the teak-built ships do not want the repair that English-built ships do.

Then it appears, that the shipbuilders in the Thames are suffering, because the ships are better?—They do it to suit their own purposes I suppose; a few individuals to make the whole nation starve in England.

So those rogues build the best ships they can to starve the nation?—Yes, I think they do.

You have said, that when some of these shrewd fellows come from the Northward, they do not like to go back again; what is that owing to?—They get better information in the yards.

They have no better wages?—No; they are not much worth when they come here.

They are not better paid than in the Northern parts?—Yes, they are considerably better paid.

What is the reason of that, do you know?—Provisions and things are cheaper; a man can have rent and living at half what he has it here.

Do you mean to say, that a shipwright in London is not upon the whole better off in point of wages than a shipwright in the North?—I do not know that; I have not worked at the North, but from general information.

Do you mean to say, they are not better paid here?—Rather better paid.

They get from 3*s.* to 3*s.* 6*d.* in the North?—I think so.

Mr. James Hughes.

Do you speak that from your own knowledge?—No, I do not; I cannot speak to their wages exactly, any further than hearsay.

When was the last general rise in wages that you recollect in London; I mean the last striking for wages?—I suppose twelve or thirteen years ago; I cannot exactly say now.

At that time they obtained the rise?—Yes, they did.

The caulkers have struck since that?—Not generally, there may be a few.

You remember about five or six years ago, they threatened to strike?—There was some little demur, but I do not recollect that they struck.

It was prevented, by raising their wages?—I cannot speak to that.

Have not you, in point of fact, known that several times the wages have been raised in consequence of the striking of the men?—I believe, owing to the dearness of provisions; I never knew it but once, and that was some years ago, as long ago as that same time of their standing out; I cannot say when it took place exactly.

How long ago was that?—Seven years ago.

Was not that the period when their wages were advanced to from 5 to 7 *s.*—Yes.

Do you happen to know whether any Indiaman has been lately repaired at the Outports?—No, I do not.

The slackness of trade that you speak of, how long has that prevailed?—I suppose four or five years; except in the men of war, there has been a brisk of that within the last twelve months, such as the frigates, and that; but there has been but very little building in the River these last four or five years, except that.

You mean, that there has been less building for the East India company?—Yes, I do.

Are you sure there have been fewer ships built by the Company within the last three years, than the three years preceding?—I think there have been less for the last three years, than there had been in the three years before.

Are you not aware, that for two of those last three years, the India company built three ships in the Thames?—I cannot say exactly.

Are you not aware they built more in those two years than in any one year since 1802?—I cannot speak to that; I cannot say.

If you are not acquainted nearly with the number of ships built by the Company in the river Thames, how can you say that it is owing to their falling off this slackness is to be attributed?—If I do not go into the yards to see that there are any ships building, I see the mechanics walking about for want of work.

You say, there has been less in the last three years, than the three years before?—Yes.

And attribute that to the introduction of ships from India?—Yes, I do.

In the 60 ships you have spoken of, do you include India company's ships built in India?—No, merchants ships.

You mean private vessels?—Yes, I do.

You think sixty have come in within the last ten years?—Yes.

And you think the greatest portion have come in within the last three years?—Yes, I think so.

And therefore it is owing to the India company building fewer ships, and there being more come from India, that the slackness of trade is attributable; then supposing it was shewn to you, that neither of those facts are correct, would your opinion remain still the same?—No; I said before I was not certain of it, because I had not a particular account.

Has there been a ready sale for those India ships of late?—I do not know.

The ships that are now lying in the River for sale, have they been for some time on sale?—I do not know the time.

Have you any reason to think there has been a brisk sale among those vessels?—No, I cannot say there has.

What is your idea of the amount of tonnage in which the Thames shipbuilding has fallen off per annum; you state there are fewer tons now built in the Thames than there were three or four years ago; what do you think the difference of tons per annum to be?—I suppose about five or six ships a year, of 800 tons each.

You speak generally, not of India ships only?—No, I only speak of Indiamen.

Are you acquainted with the state of the building in the Thames at the commencement of the present war?—Not so much as I am now.

Do you know that it is common for the King's yards, upon sudden exigency, to

receive

receive shipwrights from the merchant yards?—I know they have such power, but I never saw it put in force. *Mr. James Hughes.*

Do they receive any additional force, on any sudden exigency, from the merchants yards?—There is an open order for every body to come from the country, or where they choose; they cannot demand them.

Do they get them from the merchants yards when they suddenly want them?—Yes; they do come, not if they have got better work in the River, they will not come.

Could the King's yards obtain, on sudden exigency, as many wrights from the merchants yards, if the merchants yards should cease to build ships for the India trade, as they could if the merchants yards should continue to have the building of those ships for the India trade?—No, by no means, because they could not earn enough; they must quit this quarter and go to some other country; they could not be kept there.

Would shipwrights taken from yards used only to build vessels of less size than what are employed in the India trade, be as useful, on sudden exigence, to the King's yards as wrights from yards where India ships are usually built?—No, I think not; because they come more like men of war than any other ships that are built.

When there is suddenly great press of business in the King's yards, what brings in the help from the merchants yard?—They use their own pleasure; they come in and out of the yard when they like. When they come to a merchant's yard they get employment; and if he cannot get as many shipwrights as he wishes for, he is obliged to let his men work more hours; I do not see any inducement to them; they go as they like.

You have said, on sudden exigency in the King's yards, additional hands do come from the merchants yards?—Yes; I say, if they did not take them from the merchants yards, it could not be said to be an open entry.

What induces a man who cannot be compelled, to come over from a merchant yard to the King's yard?—Some for thinking they are growing old, and want to be employed there for life; they go in under a certain age, and they work till a certain age, and then are superannuated.

Cannot they make better wages in the King's yards?—Not at all times.

When additional strength is brought over from the merchants yards to the King's yard, are the wages at that time in the King's yard higher than at the merchant's yard?—There are no wages set; there is a rate for task work.

Is the task-work larger at that time?—I cannot say; there is so many modes of working them in the King's yard; in this year it has been altered.

When there is a pressure in the King's yards, is there not also a pressure in the merchants yards?—When there is a pressure in the King's yards, I think there is also in the merchants yards; because there are not King's ships building in the River, only repairing.

When there is a pressure in both the King's yards and the merchants yards, are they in the habit of leaving the merchants yards to go to the King's yards?—I cannot say exactly, it depends on people's own mind.

Do you know of your own knowledge of any application having been made from a King's yard to the owner of a merchant yard for shipwrights?—No; I cannot say I ever did.

Do you know whether the King's yards have their full complement of wrights and other workmen at present, or not?—I think they have at present.

What means have you of knowing anything about the state of the King's yards at present?—I am in the habit of going in there frequently.

How many wrights are employed in building a 74 in the King's yards at ordinary rates of proceeding?—About 120 or 130 shipwrights.

And by ordinary rate of procedure, you mean what time?—About three years.

How many, in case of great haste?—That is almost as quick as ever I knew them; three years.

How many would be employed in building a 74 in great haste?—Suppose you say two years, there would be one-third more hands.

Do you know, of your knowledge, what the wages of a shipwright in the Outports are?—No, I do not.

You do not know, of your own knowledge, whether they are higher or lower than they are in the port of London?—No, I do not; I should think lower considerably; I cannot speak further than I have heard people speak who have come from there.

[The Signatures to the following Letters being identified by a Member of the Committee; they were read.]

" Messrs. Barnard & Roberts, " Navy Office, 5th October 1808.
" The Lords Commissioners of the Admiralty having directed that the " frames of the 74 gun ships building in the merchants yards, for His Ma- " jesty's service, shall stand to season for twelve months; we signify the " same for your information and guidance, in respect to the ships building " by you.

" We are your affectionate friends,
" *R. Barlow.*
" Deptford. " *Wm Rule.*
" *H. Legge.*"

" Messrs. Barnard & Co. " Navy Office, 23d Jan. 1809.
" We desire you will use all possible expedition in completing the ships
Rodney. " named in the margin, building by you for Government, without letting
Cornwall, " them stand to season, giving a preference to those which are most forward,
Devonshire. " and can be the soonest launched, if all three cannot be taken in hand at " at the same time.

" We are your affectionate friends,
" *F. J. Hartwell.*
" Deptford. " *Wm Rule.*
" *H. Legge.*"

" Messrs. Barnard, " Navy Office, 4th May 1809.
" Notwithstanding our Letter of the 23d of January last, we desire " that you will cause the frames of His Majesty's ships Cornwall and " Devonshire to stand to season; but the works of the Rodney are to be " proceeded on with all possible dispatch.

" We are your affectionate friends,
" *Thos Peake.*
" Deptford. " *H. Legge.*
" *T. Hamilton.*"

Jovis, 21° die Aprilis, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

THE Petition of the Ship-owners and Ship-builders and other persons interested in the Shipping of the Port of Newcastle upon Tyne, was read.—*Mr. Harrison* appeared as Counsel: *Mr. Atcheson* appeared as agent.

The Petition of the Ship-owners and Ship-builders of the Port of Kirkaldy, in Scotland, was read.—No Agent appeared.

The Petition of the Merchants and Ship-owners of the Port of Plymouth was read.—No Agent appeared.

Mr. James Hughes, Called in again, and Examined.

Mr. James Hughes.

Committee.]—Do you know of any men of war having been built last year in the yard of Messrs. Wigram & Green?—Many, but not to notice the building of them; I have not been on board to notice the work; they were Fir frigates, to the tune I believe of eight, or thereaway; seven or eight.

If there had been no build of ships of war in their yard last year, how long do you think the men usually working in that yard would have been out of work?—I cannot speak to that question; they must have been out of work if those frigates had not been built.

Do you know how many were building last year?—I think seven.

How

Mr. James Hughes.

How many shipwrights, with a proportionate number of inferior artificers, would they give employment to?—I never noticed the men; I cannot exactly speak to that; I should suppose about thirty shipwrights to each ship.

Were they then all the same, or nearly the same size?—Nearly.

You mean thirty shipwrights only, not including all artificers?—No.

Are the thirty shipwrights of whom you speak more than sufficient to go on in the ordinary way; and, if great speed were required would not more be necessary?—Yes.

Do you know in point of fact whether great haste was required at that time or not?—They were required to be built in a short time, the greatest part of them; not all, because some were stopped, I believe.

You stated that if those frigates had not been building the men would have been idle; what grounds have you to say so, that if the men were not employed on those ships, other ships would not have been built there?—There were no other ships building on the river Thames to employ them.

You have no reason to suppose Sir Robert Wigram would not have built ships if he had not employed his yard in that manner?—He would not build on speculation at that time.

Have you any knowledge of that fact from Sir Robert Wigram?—It is only my opinion.

In what time will they build a frigate?—Nine months.

I think you said yesterday it required 120 men to build a seventy-four in three years?—Yes; those are Fir frigates, they are dispatched quicker.

[The Witness delivered in a Navy-board warrant, directing him to superintend the building of a man of war in Messrs. Brents' yard at Rotherhithe.] [Withdrew.

"By the Principal Officers and Commissioners of His Majesty's Navy.

"HAVING agreed with Messrs. Brents for building in their yard at Rotherhithe, a 74-Gun ship for His Majesty, and you being judged a proper person to oversee the building of the said ship;—These are to direct and require you to take the same upon you; and, with the utmost care and circumspection, to oversee the building of the said ship, agreeably to the draught designed for her: and you are constantly to attend all the working hours, and faithfully and diligently to see that the works are performed according to the best of your skill and judgment, as to the shape, scantling, and goodness of the timber, (particularly that no green timber is used) and all other materials, as well as to the workmanship; and you are to be very careful herein, as we have given orders to all the yards to survey ships built by contract, on their arrival, and to report to us how they are completed; and also to inform us upon the repair or refitting of ships built by contract, of any insufficiency of workmanship or materials; so that in case of any neglect appearing hereafter in her, you must expect to be answerable for it.

"You are to take a copy of the contract from the one in the contractor's hands (attested by the secretary of this Board) for your guidance therein, and if you shall find any deviation from it of any kind, you are to give notice thereof to the contractor, directing its amendment; and if not immediately complied with, you are to acquaint us therewith, that we may see His Majesty righted.

"And as the payments agreed to be made for the said ship shall become due, you are to give certificates thereof to the contractor, for enabling us to make out bills at this office for the same.

"And you are to see that the carpenter, when one shall be appointed, constantly attends all the working hours, and certify to us, quarterly, the time of his assistance whilst so employed; and in case he neglects his duty, you are forthwith to let us know it.

"If any other overseer should be at the same Port with you, inspecting another ship or vessel, you are, in case of his illness, or absence at any time, to take upon you the charge of the ship or vessel under his care, till he is able to attend it again.

"You,

Mr. James Hughes.

" You, as well as the carpenter of the ship, are to take care and be satisfied, that all the iron-work, agreed to be provided by the contractor, be of the best quality that can be procured, and in all respects proper for the service it is used for.

" You are to keep a particular account of the copper bolts, rings and staples, sent for any ship you may oversee the building of, and the quantity or weight of those articles returned, and transmit the same to us when they are returned.

" If it should appear at any time that the said ship cannot be launched agreeable to the contract, you are immediately to inform us thereof, and to continue your Report from time to time, that we may not be disappointed, as has frequently happened for want of information. And you are likewise to let us know if the builder at any time takes off the workmen, and employs them on any other service.

" You are to return to your duty in Deptford yard when this business shall be completed.

" For which this shall be your Warrant. Dated at the Navy Office, 2d May 1805.

H. Duncan, *J. Henslow,* *W. Rule.*

P. S. Your are to continue to attend to the repair of The Intrepid also, notwithstanding this appointment.

Mr. James Hughes,
Quarterman of the Shipwrights in Deptford yard.

Mr. *Robert Fergusson,* Called in; and Examined by Mr. ADOLPHUS.

Mr. R. Fergusson.

What is your business?—A block-maker.

Where?—At Deptford, in the county of Kent.

Have you a considerable establishment?—Yes, I have.

What number of men do you employ when you are in full work?—From five-and-twenty to thirty.

What do you make besides blocks?—Gun-carriages, pumps, ships tops, steering-wheels, dead-eyes, &c.

What trade principally does your manufacture depend upon?—Upon the East India shipping.

Do you perform your business for other ships besides the East India ships?—Yes; I do business for the men of war for the different builders.

For those men of war that are built at the different yards by the merchant builders?—Yes.

Will it be possible for you to maintain your establishment if the East India shipping, and the other large shipping are discontinued?—It will be impossible for me.

There are West Indiamen and other shipping upon the Thames; will they enable you to carry on your establishment?—I have never, to my knowledge, done any thing in the West India trade; mine is principally confined to the East India shipping, holding a contract under the honourable East India company.

I need hardly ask you whether in time of peace the Government building would render you any service?—No, certainly; none whatever.

Have you ever had from ships which were built in India any employment?—Yes, I have.

Any considerable employ?—Not very considerable.

Do you expect, or have you reason to believe, that if those ships are generally employed, your business will be carried on as well as it is now?—O dear! no, by no means.

Why so?—Because they do now make a vast number of blocks in India, and all their gun carriages, pumps and tops, which is the greatest part of our trade; the blocks I consider one third of our trade, as near as I can judge.

The other objects with which you supply ships, they get made in India, and consequently do not want them of you?—Yes.

Has it been your habit, in anticipation of business that may come, to keep a ready-made stock upon your hands?—Certainly so.

Does that enable you to keep your men constantly employed?—It does.

Can

Can you continue to do so if the building of East India shipping is removed from the Thames?—As far as relates to blocks, in some measure; because, although the ships are built in India, I most likely shall have to send out for the Company a number of blocks each season. *Mr. R. Fergusson.*

But will that enable you to employ your men, and keep open your premises as heretofore?—Not so many certainly.

Can you calculate, or judge, to what extent that will be the means of depriving you of beneficial employment?—It will depend on the future orders; it is impossible for me to tell.

[*Cross-examined by Mr. Grant.*]

When you state that you chiefly supply the shipping of The East India company, and men of war, you do not mean that there is any peculiarity in your division of trade; you might supply other shipping, I presume?—I might, certainly.

You do not mean to say that there is any distinction of trade between a block-maker who supplies the East India trade, and one who supplies the West India trade, but merely that your business has generally lain in the direction of the Company's shipping?—Yes.

I presume, if the same number of blocks were taken out to India, to supply India-built ships, that are now used upon shipping built for the Company upon the River, it could make no difference to your trade whatever?—O yes; very material.

Will you state how that difference could affect your trade?—I have stated it, but I will state it again if you please; as to the block part of the trade, it is impossible for me to ascertain what orders I shall have from the Company.

You mean to say, with respect to blocks, you should keep up your establishment, but not as to anything else?—Yes, I suppose so.

Will you say for what reason you think your trade would fall off in other respects?—The India ships bring home their gun-carriages, their pumps and tops, which I consider as two thirds of my business; at the same time the hull, and mast, and yard-work of a ship, is part of my work.

They bring gun-carriages made in India, and pumps?—Yes, they do, and tops.

What proportion of your trade is for the repair of ships, and what for ships that are originally building?—The repairs fluctuate as to their different number of voyages, in my department.

Has not a great part of your trade consisted in supplying those articles you have mentioned, to ships repairing?—Surely.

Suppose then that the same number of ships were not built in the River as now, but that the same number were repaired there, in what manner do you conceive that would affect your trade?—The repairs would not be so great.

Cannot you form any thing like a comparison?—No, I cannot at this moment; the repairs would not be so great, because the teak-carriages are more durable than ours, certainly.

You mean to say, that teak-wood is a much more durable wood for constructing those articles than the wood employed in this country?—Yes, I think it is.

[*Re-examined by Mr. Adolphus.*]

You say that the blocks you would have to make would depend on orders to be received?—Yes.

Of course you would wait to receive those orders first, and not make them by anticipation?—I certainly should.

Therefore your employment, and consequent feeding of your men, would be precarious and temporary, instead of as it is now, regular and certain?—They have already been so; I have only three block-makers employed at this moment.

By what has the decrease in your employment of block-maker been occasioned?—By the scarcity of work, having no ships building or repairing.

You speak of blocks as being sent out from this country; is that invariably the case?—It is; every season I send out blocks for the Company, more or less.

Is there so much mystery in making blocks, that those who make gun-carriages cannot make them?—They do make blocks in India, such as they are.

Mr. Grant.]—To what do you attribute the decline in the number of men that you employ in block-making?—Because I have no orders.

Do you attribute it to any particular circumstance in the state of the ship-building

Mr. R. Fergusson.

in the river Thames?—From there being no ships building, or likely to be built, in the Thames; therefore I have reduced my establishment materially.

[*Examined by the Committee.*]

You state you have only three block-makers?—Only three.

Do you recollect what was your complement of block-makers prior to the admission of the black ships to register?—I have had as many as twenty; and at that time I have had different block-makers about the River working for me.

Do not the black ships usually use European-made blocks?—They do, some.

But not all?—Not all.

Do you think they will ever make blocks in India as well as you do now?—No; I think they never will.

Do not you think they will rather take blocks of your manufacture than any of the inferior sort made by themselves?—Certainly.

You have stated just now, that your chief employment was from the East India company, and the Navy?—I am employed by the builders for the hull-work of ships built in merchants yards for the Navy.

Will not the ceasing to build ships for the Navy likewise hurt your employment in your yard?—Certainly; and had it not been for the building-work last summer I must have discharged some of my men.

How long have you perceived this slackness?—For these three or four years past.

In the block trade?—Yes.

You say, hitherto they do not make blocks in India so well as you do, and that but few are used?—Yes.

And yet you tell the Committee your establishment is reduced from twenty block-makers to three?—Yes.

And you attribute that to some change in the introduction of teak-ships?—Yes.

If you say they hitherto use almost exclusively English blocks, how can the introduction of those teak-ships into the India trade hurt your block-trade, as alluded to?—For the last three or four years I have not sent out so many blocks for the East India company as I have usually done.

To what do you attribute that?—From the situation of the Company's Charter; before the Charter was granted, the stores were not sent out in the abundance they were before.

Then that has nothing to do with the introduction of black ships?—No; it has not.

In what way do you suppose the introduction of black ships has affected it, they continuing to use English blocks?—The gun-carriages, pumps and tops, are a principal part of my trade, which the block-makers are employed in making.

They are not employed solely in block-making?—Yes, some of them are.

Under the term block-makers, you also include persons employed in other parts of your trade?—Yes.

It is in that sense you use the term block-makers, when you speak of the reduction of your establishment?—Yes, it is.

Do you know whether any teak-wood is imported into this country, which you could use for any purposes of your trade?—I have never used any; I believe there are teak-planks brought over.

Do you know the comparative value of it?—No, I do not.

And you never worked any in your trade?—No, not to my knowledge.

At what time was it you had twenty block-makers employed?—To the best of my recollection, it was in the year 1802; I think it was.

And has your number gradually diminished since that time?—No.

Have you had nearly twenty, at any period since?—From twelve to fifteen.

From twelve to fifteen, generally, since?—Within these three years, the number employed by me has diminished.

Have you, during that time, held a contract with the India company?—I have held a contract all the time.

Is that a contract for any particular quantity, or as many as they wanted?—As many as may be demanded from time to time.

But, within the last three years, though you have had the same contract, you have not had the same demands upon that contract?—No; with the exception of the last season, I think I have sent out more this season than for the last three years before, as near as I can judge.

To

Mr. R. Fergusson.

To what cause do you attribute that?—I cannot attribute it to any cause, any further than they give me orders for them.

You mentioned that the orders were suspended, because the Company were in doubt about their charter?—I judged that.

And in this last season you have had large orders again?—Yes.

As large as ever?—No, not as large as ever; very considerable, certainly.

Under what terms is the contract now subsisting terminable; what is the nature of it, as to time?—There is no limited time.

Is it to be determined by either party then?—Yes.

In short, you have the work of the Company?—Yes.

Within the last year, was your employment to make blocks to send out to India, or for the ships in the River?—I have a stock by me, which I have for the anticipation of the Company, which we are obliged to do when the ships are away.

That was to send out to India?—Yes.

But, upon the whole, you sent out a fair average quantity of blocks this season?—Yes.

And no alteration has been made in the terms of your contract?—No.

In what respect is it, the teak gun-carriages are better than those made in Europe?—They are not so liable to rot.

Are they as liable to splinter?—More so.

Are they more liable to split as well as to splinter?—Yes.

Are they then, upon the whole, preferable?—They are not liable to any great accidents.

Are there many block-makers in the River, besides yourself?—Yes.

But you are principally employed by the East India company?—I am, and the owners of East India shipping.

Have you been in the habit of supplying the private ships?—I have.

To a considerable extent?—Not to a considerable extent.

To a greater extent latterly than formerly?—No.

But you still think, you have supplied a greater quantity of the blocks required by the black ships, than any other block-maker?—No, I do not think I have.

Can you state any person who has?—I think Mr. Milner; I think he has supplied most.

You say, you have a contract for supplying the blocks for the ships built in India?—Yes, on the Company's account.

Then if there are more ships built in India, you will have more blocks to make?—I cannot say that; the private individuals send out blocks for their ships, as well as the Company; I should judge there would be a greater demand.

It would make up the deficiency for supplying the Company's ships here?—That depends on circumstances, for they are making blocks in India.

They do not make those blocks well?—No, they do not.

Do you suppose that ship-owners would not take a good block in preference to a bad one?—I should think so.

And the difference of price would not be an object?—I should think not.

It is an article easily exported?—Yes, it is.

Did you ever furnish any blocks for any of the King's yards?—I never did.

No sudden call was ever made upon you for assistance of blocks from the King's yard?—Never.

You have said that blocks, gun-carriages, pumps and tops, are made in India; do you know when first they began to be made in India?—I cannot say; partially so, a good many years ago.

Do you know whether the manufacture of those articles in India is on the increase, or not?—I cannot exactly say that; I have found more blocks come home now than heretofore.

India-made blocks?—Yes.

As well as carriages and pumps?—Yes.

Do you know whether any Indiamen not built in India, have been served with blocks, carriages or pumps, made in India?—Not to my knowledge.

You have stated, that you sent blocks for the supply of ships built in India, that is, not confined to those who come to Europe, but those which are employed in the country?—I suppose they are employed in the ships for the country trade.

Is your off-send of blocks, pumps and carriages, for those ships, upon the increase or decrease?—On the decrease; we never sent gun-carriages out as stores.

Mr. R. Fergusson.

In what way have you sent them out; have you merely fitted the ships here with them?—Exactly.

In what way have you sent out blocks?—As stores.

You only deal with the Company?—Yes, and East India owners.

The Company is the only exporter of naval stores?—Yes, except by Orders in Council.

May not the greater number of India-made blocks that come home now, be owing to the deficiency of supply in this country?—That I cannot speak to.

What do you think, with regard to the quality of the blocks?—With regard to the quality, I would employ European blocks.

They have been forced to use the country blocks, because they could not get European blocks?—No; I did not say that.

Have you ever known a black ship come home entirely in country blocking?—No, not entirely.

Partially so, only?—Partially so, I have.

Mr. Charles Carter, Called in; and Examined by Mr. ADOLPHUS.

Mr. Charles Carter.

You are, I understand, an overseer employed by the owners of East India and other ships, to superintend the building and repairing of those ships?—Yes.

How long have you been employed so?—Since the year 1780; about four-and-thirty years I have been in the East India service, as carpenter to the East India ships, and overseer to the East India company's ships.

To what business were you bred?—A shipwright.

And served a regular apprenticeship to it?—Yes; and my father before me, and was brought up under my father.

Then all your life you have been experienced about the building of ships?—Yes, ships and other craft in the River.

Are you well acquainted with those merchants yards, in which the larger shipping have been built?—Yes, perfectly.

Particularly those where the East India ships have been built?—Yes.

And the men-of-war also?—Yes; and the men-of-war and merchant ships in the merchant yards.

Do you know by your own observation, whether the proprietors of those yards, do their business in a fit and proper manner, according to their employment?—I always considered it so, for workmanship and strength.

Are the materials they use the best that can be procured?—I believe so; I never saw to the contrary.

Both for East India company's and Government ships, have they usually employed every thing in the best?—As far as my knowledge goes, I never saw any defect, either in workmanship or materials.

Was it your duty to detect any of those defects?—Certainly it was.

Was the business well done, both in fitting and equipment, so as to constitute the strength and well-being of the ship?—It was.

Does the ship-building upon the Thames materially depend upon the building of East India shipping?—Very materially; it has been in the parish of Rotherhithe, where I reside.

Are the establishments upon the Thames, with which you are acquainted, in a state of increasing, or declining prosperity at this time?—They are declining at present, for want of business.

Are they for the most part doing any business at all at this time?—Very little indeed; I believe I may say one half of the mechanics, in our vicinity, are out of employment.

Committee.]—How long has that been the case?—It has been the case these three months.

Mr. Adolphus.]—Were they in full employment before that, or declining?—When Government business was going on, the yards were generally employed, till within these three months.

Have there been any Indiamen built in any of those yards, within these two years?—Only one, I believe.

Do you know, upon an average, how many a year used to be built before?—I should rather suppose from four to six or seven; generally.

Committee.]

Committee.]—What period are you speaking of; before the last two years?—Yes.

Mr. Charles Carter.

Mr. Adolphus.]—Do you mean that from six or seven, it diminished to four; or, that four, six and seven, were promiscuous numbers?—Sometimes four, and sometimes six and seven were building in the yards from Gravesend to Rotherhithe.

The Company, I understand, do not permit the builders to put ships up upon speculation, and afterwards to be surveyed and bought by them?—That never is the case now; it might have been.

Has that been the case at any time within your knowledge?—Not in the river.

You spoke of half the mechanics in your neighbourhood being out of employment?—Yes.

Your attention has been confined to those establishments where the large shipping have been built for the East India company, and for Government?—Yes.

Those establishments, I understood you to say, cannot be carried on with advantage, if the East India company and Government shipping are removed from them?—Certainly, they will have no employment.

Then I ask you, whether you have any means of judging of the average number of mechanics employed in those establishments?—Yes, probably six or seven hundred shipwrights, in the River.

At an average, at one time?—I dare say there is.

And how many other mechanics?—Three or four hundred sawyers, I dare say.

Do you state this from any particular means of knowledge, or merely from your own observation?—Nothing; it only comes to me just as you ask me the question.

It is merely the representation of your own mind, from your own observation?—It is my own observation, from passing down the River so many years, and looking at them.

What other mechanics are there?—Caulkers; I suppose four or five hundred caulkers, and probably two hundred joiners, painters and plumbers; I never made any calculation of; nor blacksmiths.

Of all those you cannot give an accurate view, of course?—I have made no calculation, and therefore probably might be incorrect.

Do you think half those persons have any employment now?—I do not think they are half employed now.

Is the effect of the want of employment to reduce them to considerable distress?—It has reduced them to distress, and induced them to apply to their parish in Rotherhithe; some of those who used to support their families, have applied to the parish support weekly.

Do you know that of your own knowledge?—Yes, I do; for I have to attend to some of the parish concerns.

What office do you hold in the parish?—None; I have gone through them all, but I generally attend at the vestries.

So as to have exact information of the state of the poor in your own parish?—Yes.

Can those persons who are so out of employment and seeking relief, suddenly betake themselves to other work?—I do not think there is other work for them to find to do.

Are the persons employed as shipwrights, all regular-bred shipwrights?—They are all, either in London or the Outports.

Does the education of a shipwright enable him to follow any other trade immediately, without any other instruction; I mean, his bringing up as a shipwright, could he become a carpenter or wheelwright?—He would be at a loss to follow any other branch, without it was ship-building or boat-building, or lighter-building; if a man is a good mechanic at one thing, he could soon be a good one at another. I have experienced all trades myself, as well as most people, and I could turn my hand to the business of a wheelwright, if I could get it; but the difficulty is to find out work where there is a vacancy for a man to go to.

And would you take up that new trade, without some new apprenticeship or instruction first?—I do not suppose I could; it would not be allowed.

But would your skill enable you to do so?—It would take a great deal of practice to follow any other trade.

I asked you before, as to the India ships built in the yards; have you observed the building of men-of-war in the yards?—I have.

Were those as well built as it was possible for them to be?—In my opinion, well; I have frequently inspected the ships building in Mr. Brent's yards at

Mr. Charles Carter.

Rotherhithe, being so near me, and I frequently have business there at the time; I have ships at times docking there.

Have you seen ships for Government built in other yards besides Mr. Brent's?—I have, but most so in Mr. Brent's, it is more in my way.

Under your observation, do those ships deserve the good character you have given of the other ships that were built in the merchants yards?—In my opinion, perfectly so.

Could they be built better in the King's yards, or any where else than they were there?—I do not think it was in their power to build them better, or of better materials.

Those shipwrights that you have spoken of being out of employment; can you continue to take apprentices and bring up other persons to follow the business after them?—They will not take apprentices, of course, if they have no prospect of work.

[*Cross-examined by Mr. Grant.*]

You say that half the mechanics in the yards of which you have spoken, have fallen out of work within the last three months?—Yes.

They were in full employment, if I understand you, just before that?—Yes.

You said, they were in full employment while the Government business was going on?—The greatest part of them.

Will you explain what you mean by Government business?—While the contract frigates were building at Blackwall. I believe there were as many as nine or ten frigates contracted for by Government to be built in the River, which employed a great number of people that are now unemployed.

Then, if I understand you, while those frigates were building, the whole trade was in pretty good work?—Yes, with the fitting out of the East and West Indiamen.

I fancy the trade is subject to this sort of variation, is it not?—Quite so.

In the course of your experience, you have known instances of that kind?—Not equal to this, nor any thing like it, in any respect whatever.

You ascribe, however, this decline to the falling off of the building of frigates for Government?—Or other ships.

You stated, that till within the last two years, there were generally about four, five, six, or seven ships building for the India company?—Yes.

Can you state at all what is the length of time in which one of those ships was built, on an average?—Two years in building, or thereabouts: from the commencement of their building to the finishing of them, they have been built in that time.

Committee.] What tonnage do you speak of?—Eight hundred tons, and twelve hundred tons; they have been built in that time.

Mr. Grant.] Upon an average, what time were they in building?—Two years, with the launching.

You say the shipwrights can turn their hands to other employments in the carpentering line?—Some of them; very few.

What is the principal obstacle to their so doing?—Their not being accustomed to any other trade, so that the generality of them would be very much at a loss to follow any other trade; they would find it difficult to get into any other trade which would suit them; any other mechanical business.

But could they not find other business in the carpentering line?—They would be at a loss to follow any other business in the carpentering line; there are very few shipwrights that would be able to make joiners; they would be able to put up a hedge; but they make very bad house-carpenters, most of them.

I understand you to say, that the chief obstacle to their going into those other mechanical lines is, that they would not be permitted to do so, or that they would not find work?—For very good reasons: If I were a master house-carpenter I would employ a man that had been accustomed to the business of house-carpenter, if I could get one, because you do not take a man to learn him his business; after he is become a man perhaps in years, you cannot take him and make him what he never was brought up to.

You mean to say, that he might turn his hand to that business, but that there would be difficulty in teaching him how to perform his work?—Yes, both in getting employment, and turning his hand to it.

Do you conceive their present line is more profitable than any other thing in the carpentering line?—The wages of shipwrights are the top wages for working men; generally so. *Mr. Charles Carter.*

Have they varied at all of late years?—Not for this some time; not for these three or four years; for the day's pay.

For these three or four years, up to the present time, they have not varied?—No.

They work by task-work mostly, do not they?—Mostly; there must be some that work by the day; some part of the work you cannot let by jobs.

Do you mean to say that sort of day-work must be done by regularly-bred shipwrights?—Yes.

Has the pay for task-work fallen off within the time you have mentioned?—No, I do not think it has.

I understand you to state, that the shipwrights employed on the Thames have generally served a regular apprenticeship, either in London or at the Outports?—Yes.

Are there many who have served their time at the Outports?—A great number.

Do you mean to say it is usual for them to come from the Outports to London?—Yes.

What drives them hither?—They want men in London probably to dispatch business; and if a man wants work at Sunderland or Hull, he may have a friend in London who may write to him, and advise him to come, and he may bring a friend, or relation or two, and they have their indentures, and can go into any yard in London; and that has brought a good many from all parts.

You mean to say, there has been so much demand for shipwrights in London that persons bred at the Outports have found it their interest to remove hither?—Yes.

Probably they have found better wages here than at the Outports?—Yes.

How lately have you known any shipwrights to apply to the parish for relief?—Within these three weeks.

It has never happened but within that time?—No, not for able men who have been competent to work.

You mean that those who have been past work, and those who have been distressed for a season, have before applied?—Yes.

Do you know the difference of wages in London and at the Outports for shipwrights?—I suppose in all probability as much as eighteen-pence a day in London.

Eighteen-pence a day better in London?—Yes.

Is it from your own knowledge you state that?—Yes; I have been in the North, and heard their wages.

Is that lately?—Two years ago.

Have you had such a competent experience both at London and in the Outports, as to enable you to say, that upon the whole the wages are better in London than in the Outports?—I believe they are.

And you believe them to be so much better as to have induced shipwrights to have removed from the Outports to work in London?—Yes, I do.

[*Re-examined by Mr. Adolphus.*]

Perhaps also it is within your knowledge, that living is a good deal cheaper in the North than it is in London?—I believe it is; I have seen a man with a fish as much as he could carry on his shoulder, for which he gave half-a-crown, a cod-fish; at Shields fish is particularly cheap.

You never saw that in London, I presume?—No.

Upon the whole is it within your knowledge, that living is considerably cheaper at the Outports than in London?—Certainly; more than the difference of wages, I think.

I understand you to say, that the tools used by a shipwright are quite different from those used by a carpenter?—Mostly so; there are few tools of a shipwright that are used in other common trades.

Is the action of the arm in using them different from what is used by a house-carpenter, or any other mechanic of that kind?—Yes; the carpenters use a small adze, and the shipwrights a large one.

It is all very different, and requires a different action of the body and arm?—Yes.

The work of a shipwright is the more strong and violent of the two?—Very much so.

Mr. Charles Carter.

Would it therefore be easy for a man used to shipwrights' work to become expert as a joiner or carpenter, or any of those works which require more neatness of labour?—He would be a long time before he would acquire that neatness of work that would give satisfaction to his employer.

You say the wages gained by a shipwright are top wages for a working man?—Yes, for mechanical wages; caulkers wages are as good, but they have not a constancy of work like the shipwrights; they work by task.

Can a man earn those wages as a shipwright except while he is in the full vigour of his body?—I do not suppose he can; he must do a great deal of work for the day's pay.

And does every part of that work require the putting out of a great deal of strength?—Most of it.

Up to what time of life do you reckon a man able to earn those top wages, as a shipwright, generally speaking, one with another?—Till about fifty years of age.

Would you in general, if you had to employ men, think those beyond that age fit to be employed in that heavy and hard work?—I would take them if they were good characters.

Would they have strength for their labour?—Yes; it would depend upon how they had lived in the early part of their lives.

Can they in general, after the age of fifty, take their share in a working gang so as to go on with the rest?—A great many can, for probably five or ten years longer.

If the shipwrights now dismissed were willing to go into other trades at the humblest wages that can be given in those trades, could they get employment, according to your observation?—I do not see at present that they could.

Mr. Grant.]—In your judgment, are the shipwrights that have removed from the Outports to London under the idea of getting a more profitable employment, generally disappointed?—I think they have been disappointed now.

But generally speaking is that the case?—A man never looks to the value of money, but he looks to how much money he will receive on the Saturday night.

Then in your judgment they have generally mistaken their interest in coming here?—I think so.

Have you known many of them return?—No, very few; and to account for that, they have married in the parishes where they have been engaged, probably a shipwright's daughter, or another mechanic's daughter; there they are fixed, and it is no use for them to go back again of course.

[*Examined by the Committee.*]

Is it a certain consequence of coming from the North to the South that he should marry immediately?—It is generally the case.

Have you seen carriages, pumps or blocks, that were made in India?—I have.

How long is it since you first saw brought here in ships, as part of the furniture of an Indiaman, blocks, pumps or carriages, that had been made in India?—Upwards of twenty years.

Are they as good as the like articles made at home?—Yes, some of the blocks are.

Are the pumps and carriages much in the same proportion?—The pumps likewise, they are made of such durable materials, and put together in such a manner, that they will last as long as any material in this country, except copper.

Are they as well constructed as the like articles made in this country, pumps, blocks and carriages?—Yes, generally so; I will not say as to all the blocks, but they can make very good blocks in the East Indies, which answer every purpose, and are of good duration; the wood is brittle, and likely to fly and break, and so will the elm blocks made in this country; but the wooden pumps I think are superior to our wooden pumps made in the port of London.

Are those articles made in India now growing better in construction, or worse?—I think better; they improve.

Do you know whether they are now growing more into use than they were?—They are.

If the whole of the building of India ships should disappear from the Thames, would a certainty of eight or nine frigates to be built for Government in the merchants yards compensate for the loss of the India building?—I cannot say.

I think you have said, the usual build for India was from four to seven or eight ships a year?—I did; I observed that.

Can

Mr. Charles Carter.

Can you say what has been the usual build of men of war in the merchants yards for Government in each year?—No; I have never made any calculation.

Of course it would vary very much?—Certainly; and I have not had an opportunity of taking notice of it.

To how many ships, such as are usually built in the merchants yards by Government, do you reckon the build of from four to seven or eight Indiamen equal?—In all probability, I should suppose as many ships each way.

Then the ships usually built for the India trade are much of the same burthen as those ships which Government, upon emergency, have built in the merchants yards?—Taking them on the average, I dare say they are.

Have you seen teak-built ships?—Yes; I have seen them built.

In India?—Yes.

Do you think them as well put together and built as the home-built ships?—Yes; they are certainly well put together, and well built.

Well fitted?—The work is done very nice, and the timber is of that nature, that when put together it will remain there.

You said that you were able to speak as to the proportion of wages at this present time, between the Outports in the North, or the Outports generally, and the port of London; the wages of shipwrights?—I did.

What do you think is the difference of pay per diem to a shipwright in the Outports, and in the port of London?—Upon the day, I suppose upon the average eighteen pence.

You speak this of your own knowledge?—Yes.

Of course you know the prices in the port of London, at this moment; have you had an opportunity of coming at the prices in the Outports?—Yes; I have within these two years.

Then you do not know within two years, of your own knowledge, what have been the wages of a shipwright in the Outports?—I do not.

Then your proportion of which you speak, between the wages of a shipwright in the port of London and in the Outports, is founded on the present prices of such wages in London, and the prices in the Outports two years ago?—Yes.

Have the wages in the port of London varied within these two years?—No.

Do you know that the wages in the Outports have not varied within these two years?—I cannot say.

As you say you have witnessed the building of ships in India, do you know what is the price of a shipwright's wages there?—No, I do not recollect now; I have not been in India these eighteen years.

Do you know that the building of ships has increased in the Outports lately?—I do not think it has lately.

Have you heard that the building of ships has increased in the ports of Sunderland and Newcastle upon-Tyne?—Not East India shipping; merchant shipping has, for the West India trade and the transport service.

Do you think that an increase of building for any purpose whatever in those Ports would also produce a sudden increase of shipwrights wages in those Ports?—Yes, I think so.

Then do you think, knowing that the building has increased in those Ports, that the wages have also increased in those Ports?—I should suppose it has, in consequence of the great quantity of building within these two years.

Does your course of business and employment give you an opportunity of knowing the quantity of business going on in the King's yards?—No, I do not know any thing of the King's yards. I very seldom go into them, and do not take particular notice.

Not even of the number of ships building?—No.

Since you have known the Thames, what do you consider the period of the highest prosperity in point of ship-building?—Within these last ten years

But more particularly, within these last ten years, what year should you name?

About eight or ten years back there was a great prosperity of building.

About the end of the last war?—Yes.

Did the Committee understand you, to say there was only one East India ship built the year before last?—No; one ship at Blackwall.

What was her name, The Lady Melville?—I believe it was.

Have you any idea of the number of Indiamen built within the last three years?—No, I have not.

Mr. Charles Carter.

Do you think it was less than a dozen?—I dare say it might be about ten or twelve.

And is that more or less than the average for the ten years you speak of?—It is less.

Should you not be surprised to hear that for the last ten years the average has been only two?—No, I should not be surprised.

You would not be surprised?—I should not expect to hear it.

What number of shipwrights would be employed in building an eight-hundred-ton ship?—Probably fifty shipwrights.

And how many artificers of all other sorts?—Probably about a hundred.

Altogether do you mean?—Yes, take the average, probably a hundred men.

For how long?—Eighteen or twenty months.

Could other carpenters work as shipwrights?—Yes, better than a shipwright could be made a house-carpenter of; they could assist and work with other men as shipwrights.

They could use the tools?—They could after some time; it would take some time to learn; they could bore holes and do hard labour, and in the course of time they could work with other men.

Could they work with the same tools which they have been used to as house-carpenters?—No, they could not with the tools they have been used to as house-carpenters; not generally; they might use a plane.

What are the tools of a shipwright, which they could not work with?—They would not be able to work with the adze equal to a shipwright, nor the axe, nor with the maul, nor the auger.

Any other?—No, I do not know any thing else in particular.

You have seen ships built in India?—Yes.

Do the India ship-builders use those tools?—No, they do not use any of the same tools, they use chisels and adze, such as they make; the adze is a mallet also, which they use to drive a chisel with; they use mauls to drive bolts with.

Charles H. Turner, Esq.

Charles Hampden Turner, Esq. Called in; and Examined by Mr. HARRISON.

In what particular business are you?—I am a rope-maker and a canvas-manufacturer and sail-maker.

How long have you been engaged in those businesses?—I have been engaged for very many years as a sail-cloth-maker, and as a rope-maker for fourteen or fifteen years.

In that business have you been engaged in the supply of Indiamen and ships of a large description?—Yes, I have.

Have you so far yourself conducted the active part of the business, as to give you a competent knowledge of the quantity of cordage and sails that are required for ships of different sizes, price and so on?—Yes.

Have you made calculations upon ships of different sizes, with reference to the quantity of cordage they require, the value and the duty?—Yes.

And have you made the same calculations upon the subject of canvass?—Yes.

Have you brought, for the assistance of the Committee, those calculations set down on paper; in such a way as to be able to put them in?—I have brought them on paper, for my own guidance.

On a ship of 1,200 tons, what is the expense of cordage and duty?—She requires, on her first fitting, 65 ton; I mean for an East India ship to be fitted according to the rules of the East India company.

Committee.]—Are you employed by the Company?—We are in the habit of making cordage for them; we are not exclusively employed.

Mr. Harrison.]—What additional quantity does a vessel of that size want, on the average, after the first voyage?—Speaking upon an average, 44 tons for each succeeding voyage.

If a vessel goes any number of voyages after the first, you reckon upon the average; putting out of the question any destruction by gales, she would require 44 tons for every succeeding voyage?—Yes.

That will about supply the wear and tear?—Yes.

Will you state the value of that, according to the price of hemp?—That will depend entirely on the price of hemp, which very much fluctuates; it fluctuates from 60 *l.* to 120 *l.* a ton.

Within

Charles H. Turner, Esq.

Within what period has it fluctuated so much as that?—Within the last six or seven years; probably it has not been so low as 60 *l.* but it has been at 120 *l.*

When was it at 120 *l.*?—Within the last two years.

Did that arise from the state of political circumstances in the north of Europe?—Certainly.

That is a price not likely to occur again just immediately?—I should hope not.

Could you, from your general knowledge of the trade, and the value of cordage, give what you conceive an average price, independent of those accidental circumstances which raised the price?—I should think not, because twenty-five years ago, it was not more than about eight-and-twenty pounds a ton; it is now at seventy; and I think that it is rather upon the rise than fall; that is the import price; it cannot now be imported for less.

And you do not think it is likely to fall?—I do not think it will; there is a very low and dull sale at this moment.

Have you calculated the value on the first and other voyages?—I have only given the quantity.

What is the price of cordage now when hemp is at seventy?—About two-and-twenty pounds a ton increase.

Committee.]—Whatever the price of hemp is, do you put that on, in all cases, as the price of labour, and so on?—No; when hemp was cheaper, we should not have so much.

But you add that to the price now?—Yes.

Is that your constant measure, to add about two-and-twenty pounds a ton to the price of hemp?—No.

Mr. Harrison.]—The value of the waste makes a difference?—There is a waste in it.

You must therefore charge a higher price, if hemp was to get to 120 *l.* a ton instead of 70 *l.*?—Certainly.

But you consider about two-and-twenty, which is about one-third, as a fair addition for hemp at seventy?—Cordage is now about 90 *l.* a ton.

Committee.]—Would you add about a third, if hemp was at any given price?—No.

You cannot give any rule for charging that?—No.

Mr. Harrison.]—What is the duty on that?—The duty is from nine to ten pounds a ton on the hemp.

The duty is not laid ad valorem?—No, the duty is put on the ton.

What is the quantity of cordage required on the first voyage, and the average quantity on the succeeding voyage, for a ship of 800 tons?—Fifty tons on the first voyage, and 35 tons on every succeeding voyage.

The same data will give us the means of calculating the value and duty on that?—Yes.

The duty is on the hemp, not the cordage?—Upon the hemp.

What is the quantity upon a vessel of 600 tons?—On the first voyage, 30 tons; and on the succeeding voyages, 20 tons.

The descriptions of vessels you are alluding to, are the sort of vessels employed in the East India trade?—Yes, they are.

Hitherto very few vessels have been employed in the East India trade below that tonnage?—I do not know of any.

Now I will trouble you to give the quantity, on vessels of a smaller description, of 400 tons?—I can only give that in proportion to others.

Your practical knowledge does not extend to the smaller vessels?—Yes, my practical knowledge extends to it; but no vessels have been fitted at 400 tons, to my knowledge.

Supposing the trade carried on by merchants, is the proportion found, by a vessel under the contract for the East India company, greater than the quantity a ship-owner must have upon his vessel?—We believe it does not exceed the quantity that should be allowed by every merchant that sends a vessel to the East Indies.

Do you know, from having supplied vessels of that size, what a well-found vessel does carry out?—Yes.

You have mentioned a contract; is that for the vessels employed by the Company, or to send out to India?—No, for the supply of the Company's ships here.

Have you had any contract for the East India company, for the supply of ships to send out to India?—Yes.

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What do private ships carry out?—They would carry in proportion, certainly not less than the Regulations of the East India company require.

Do the largest sized South Whalers carry out the same quantity?—I should apprehend quite, in proportion.

Does the contract apply to vessels belonging to the India company themselves?—No; it is merely when they have required cordage as an article of merchandize, that we and other manufacturers have made it for them.

That is, to send out to India?—Yes.

What description of cordage is that, as to the sort of vessels it was applicable to?—Of all sizes, from small ropes to large cables.

Was it of a description to supply vessels of 1,200 tons, as well as smaller vessels?—Yes.

Do you also supply vessels belonging to private owners with cord?—Yes.

Besides what you supply to the Company?—O yes; what we supply to the Company forms a very small part.

Those are vessels employed by the East India company?—Yes.

Is the 65 ton that you have stated to be the quantity necessary for a ship of 1,200 tons on her first voyage, the quantity you have furnished to a private owner of a ship employed by the India company?—Yes.

And the same with reference to ships of 800 ton and 600 ton?—Exactly.

Now 400 tons; what would you give to that?—25 tons on the first voyage, and 15 tons on each succeeding voyage.

Now I will thank you for a vessel of 300 tons?—20 tons upon the first voyage, and 11 tons upon the succeeding voyages.

Have you supplied canvass in the same way?—Yes.

Both to individual owners of ships that are in the East India employ, and also have you supplied canvass to the others?—Yes, both as canvass, and have made it up as sails.

I will be obliged to you to give me the supply of sails and canvass, for a vessel of 1,200 tons?—One suit of sails for a vessel of 1,200 tons, requires 8,500 yards.

What is the value of canvass for that one suit?—That varies very considerably with the value of the raw material; from the nearest calculation I can make, I call it 840*l.*

Is that upon the present price of canvass?—It is.

Has there been the same fluctuation in the price of canvass as in the price of cordage?—Yes, quite as much fluctuation in the raw material.

You have given the quantity of canvass for a suit of sails; the value on the present price, and the value of the sails, is how much?—1,200*l.*; and a ship requires two suits, and a third of a suit when she is first equipped.

You have two complete suits?—It is two complete suits, and a third foresail, a third fore-top-sail, a third fore-top-gallant-sail, and some other sails, so as to make up about the third of a suit.

That is two, and a third for the first voyage; what is the quantity that is wanted to keep up the equipment of the vessel for the other voyages, on an average?—About one suit and a quarter on each succeeding voyage.

You reckoned them to have one complete suit always, and the repair of the wear and tear about a quarter more?—Yes.

Have you put into any form the aggregate quantity of the whole canvass supplied on the first voyage?—No, I have calculated on the seven voyages.

On a vessel of 800 ton, I will thank you to give me the same description?—6,300 yards of canvass for one suit of sails; 698*l.* the value of canvass; 950*l.* the value of sails; two suits and a third required for the first voyage; and one suit and a quarter on the succeeding voyages.

Has the supply of cordage sent out to India increased or decreased of late?—Very much decreased within the last five years.

Can you state in what proportion it has decreased?—No, that I cannot; I am not prepared with that, or I could have stated it; but the India company used to export very largely upon their own account, and they now export very little.

Are you able to state the cause of the decline?—I apprehend, from the increase of the manufacture of cordage in India from the Indian hemp, and the other articles they make cordage of.

The fact of the decrease you know, as being engaged in the trade, and you state, it has been considerable; has it been in a progressive state of decrease within the last four or five years?—It has; the export of the Company has nearly ceased.

Then

Then as far as they wanted supply, they are almost out of the English market?—They are. *Charles H. Turner, Esq.*

Do you know any thing of the quality of the Indian hemp?—Yes, we do.

Have you ever had any of it to manufacture in this country?—We have manufactured of it largely.

Of what quality is the hemp you have had from India to manufacture?—We have manufactured some lately for the Navy Board, which has been very good.

I take for granted the Navy Board would not have had it, unless the hemp would make a good article?—The Navy Board engaged with the India company, a few years ago, for 20,000 tons of Indian hemp; it was taken largely, and the East India company sent home sun, and sent home hemp. We have manufactured for the Navy Board the sun as well as the hemp; but that which I allude to is hemp; it was either Concan hemp or Salsette hemp.

Was it of a quality equal to the Russian hemp you get?—It was very little inferior; it was more difficult to manufacture, from not having been so well cleaned in India as the Russian hemp is in Russia. The Navy Board, about two years ago, purchased a considerable quantity of Indian hemp, for which they gave, by the advice of their officers, a higher price than at that day Russian hemp was worth, from the house of Sharpe & Sons.

They gave, then, a higher price, of course, for the fine quality, than at that time was the price of Russian hemp?—Yes.

Is it of a quality, particularly when they have got the practice of cleaning it, that will enable the people in India to supply themselves on the spot with cordage, without resorting to this country?—Most undoubtedly.

As a manufacturer of cordage in this country, do you look to the supply of cordage to the East Indies, as part of your employment?—Certainly, a very large part.

If they manufacture hemp of equal quality there, will that interfere with your manufacture?—Certainly, most materially.

It will entirely take away the market, of course?—Certainly.

The information you have given us now, is applied to hemp which you manufactured; there is an article called "Sun," of what description is that article?—It is of another quality, and is not so strong as the Russian hemp by about a third.

Is it hemp?—No, it is not hemp, though it is the opinion of Doctor Roxburghe, that it is the hemp plant, and its apparent difference is in the mode of preparing.

But this article called sun, is not equal in quality to the other hemp?—No, certainly not.

In what degree can you state it, so as to give us any comparison?—When the Navy Board found themselves with a very considerable quantity of it, they were inclined to use it, and applied to the rope manufactory in which I am engaged, to know whether we could apply it successfully for cordage or cables for the Navy; and we gave it as our opinion, that according to our mode of manufacture, if they would increase the size of the cables for the larger ships from one to two inches diameter, that it might be usefully applied, and as a proof, they immediately ordered so many cables as to put one or two in some of the ships in the North-sea squadron during the last winter; and as we have heard no complaint of them, it is fair to infer no complaint is due.

Then it is an article, that though not equal to the quality of the other, may by increasing the diameter of the rope, be applied very usefully?—Certainly.

The strength you consider as one third less?—Yes.

Do you know an article called "Coire"?—Yes.

Of what description is that?—I believe it to be the rind of the cocoa-nut.

Have you ever manufactured any of that?—No.

Have you seen cordage of it, so as to form a judgment of its quality as a substitute for hemp?—Yes.

Will you be so good as to state to the Committee your opinion as to its quality, as a substitute for hemp-cordage?—I believe, until very lately, it was not considered as a very good substitute, from its decaying in fresh water; but within the last year or two, they have applied the operation of tarring to it the same as to other cordage in India; and I am now given to understand (it is not within my own knowledge) that it is serviceable in all ways.

Then that has remedied the only defect there was in it?—Yes.

Do you know the comparative strength of that with hemp-cordage?—It is exceedingly weaker; I do not know the comparative strength.

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You have mentioned your mode of manufacturing; is yours Mr. Huddart's?—Yes.

You manufacture by machinery, which brings the fibres of the hemp more longitudinally and regularly into the lay of the rope?—Yes.

Then I am to take as the result of your evidence, that the East India hemp is of a nature to enable you to make cordage of a very good quality?—Yes.

That the sun-hemp might be used very beneficially, but the coire-hemp, for its inferiority of strength, probably not for the largest description of vessels?—I am not acquainted with it sufficiently to speak to that.

Has your work for India ships fallen off of late, within these last four or five years?—It has fallen off, particularly for sails, but not for cordage, because the ships chartered by the India company are required to be fitted in this country with cordage.

Then in the articles of sails there has been a considerable falling off?—Very much so.

Cordage, as yet, has not fallen off in the same proportion, because the ships that are built in India are supplied with cordage from this country?—No; all the Indian-built ships are supplied there; those ships that are built in India upon engagements with persons in this country, I believe have had the cordage sent to them from hence.

Committee.]—You mean the ships engaged in the country trade?—Yes.

Mr. Harrison.]—You do not know this of your own knowledge?—Yes; I know of my own knowledge that ships that are built in India, for instance the 1,200-ton ships that are building now, are supplied with cordage from this country, but the 1,200-ton ships that are built there by the residents there, are supplied with cordage made in India.

Does this observation as to the supply of cordage to the regular ships built in India, apply to the cordage used for running-rigging, and that description of rigging, or only to the cables, shrouds, and the larger-sized ropes of that sort?—I should apprehend both with cables and standing-rigging, and the larger part of the running rigging.

But though that has been hitherto supplied from England, India is perfectly competent to the supply?—Most perfectly so.

Both of sails and cordage?—Of sails I can give a very particular instance; that I am at this hour an owner of a ship which I suppose to be launched, and on her way to England, and although an owner and a sail-maker, I have not supplied her with a sail.

You are not an entire owner, I suppose?—No; but the sails are found all of them in India.

Was the cordage sent from England?—I believe so, but I am not quite sure of that.

But the sails you know were supplied in India?—The sails I know were.

[*Cross-examined by Mr. Grant.*]

When you stated of that ship, that you had not sent out any sails for her, do you mean to say that the sails with which she is coming home are of Indian manufacture?—Yes.

Do you know the fact?—I have every reason to believe it, because I have also seen similar instances in other ships.

You having known ships come over under such circumstances, you conjecture that is the case here?—Yes.

You have mentioned a great fluctuation in the price of hemp; to what do you conceive that fluctuation to be owing?—It must be from political circumstances.

Do you ascribe it to our having been dependent for the article upon a particular country?—It is from the general circumstances of the country, in its connection with foreign powers, being at war, and with the difficulty of obtaining it from Russia.

Has it not been a great object with this country to procure supplies of hemp from other parts than Russia?—It is no doubt a great object to be independent of any one country, and under that impression I apprehend the Navy Board contracted with the India Board for 20,000 tons of hemp.

Has it come to your knowledge, that great pains have been taken by the Company's government in India to promote the culture of hemp?—I have great reason to believe that the India company have ordered their servants to bestow great pains upon the culture of the article of hemp.

Do you know whether that attention has been extended to the manufacture of cordage

cordage or canvas?—I have great reason to think the improvement in canvas has been very considerable. *Charles H. Turner, Esq.*

I want to know whether the same attention has been bestowed by the government there to the manufacture of cordage and canvas, that you understood has been paid to the culture of hemp?—The India company do not manufacture either sail-cloth or cordage, it is done by individuals.

Have you had an opportunity of seeing the cordage manufactured in India?—I have.

Will you state the quality of it, as compared with cordage manufactured in this country?—I cannot speak as to the comparative strength of it, because I do not recollect to have broken any of it, but it is manufactured with great care.

Do you understand it to be manufactured by means of machinery?—No, I believe not.

Is not the great object so to manufacture the cordage, that the fibres shall have greater stress laid upon them?—Yes.

Do you think that so feasible when it is done by the hand, as when it is done by machinery?—I know no means of doing it by the hand.

Can you state from your own observation what is the quality of the sail-cloth manufactured in India, as compared with those made in this country?—The sail-cloth, although very much improved, is still inferior in point of workmanship.

Have you ever had occasion to supply India-built shipping when in this country with either cordage or sails?—Yes, frequently.

Supposing a ship of 1,200 tons goes eight successive voyages, what is the amount of cordage upon the whole she consumes?—373 tons, and the total of the duty paid is 2,984*l.*

Committee.] In the eight voyages?—In the eight voyages.

Upon each ship?—Yes, I have a paper here which states it.

Mr. Grant.] Supposing a vessel to go a certain number of voyages between the two countries, and supposing after her first out-fit she receives all her repairs in this country, it can make very little comparative difference with respect to the whole quantity of cordage, whether she is fitted out in this country or India?—It would make a difference of 65 tons.

[*Re-examined by Mr. Adolphus.*]

These ships, presuming them to be built in India, do they take their cordage here regularly upon every new voyage, or do they go back there where they have their first cordage?—If they are in the India company's service they take it from here.

They take their first 65 tons from where they are built?—No, they take it all from here; I do not know that it is in the contract, but it has been the custom to send the cordage from hence.

The sail-cloth and the cordage made in India you describe as being inferior to those made here?—Yes.

But if the price is materially less there will be still inducement enough to use them, I apprehend?—Yes, that is the case at present.

You were offering to the attention of the Committee, a paper respecting the general use of cordage and sail-cloth by the East India company; what means have you of making that calculation?—It is a paper which I have formed for my own satisfaction, as to the consequence of the sail-cloth trade, with reference to India, to see whether it was of any material consequence to the country or not.

From what materials do you form that paper?—From the quantity of shipping employed by the India company, and my own experience, as to the quantity of sails employed on each voyage.

What is the average number of ships employed by the Company within the last five years?—From 16 to 17 ships of 1,000 to 1,200 tons; 14 ships from 700 to 1,000 tons; and 16 ships from 500 to 700 tons; then supposing those ships to be replaced by ships from this country, or supposing them to be annually outfitted in this country, it would require 1,375tons of hemp, and 3,300 barrels of tar, to make 1,650 tons of cordage, which is the quantity required; it will require 170 tons of flax, and 50 tons of hemp, for the sail-cloth, and there are a variety of other articles; the duty paid to Government upon the hemp and flax would be 13,600*l.*

[The Resolution of the House of Commons, of the 1st of April instant, respecting Sail-cloth, was read.]

Veneris, 22° die Aprilis, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Charles Hampden Turner, Esquire, appeared and desired to correct a part of his evidence of yesterday.

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I SHOULD wish to say, in correction of what I stated yesterday, that in some instances I understand, that ships contracted for by the East India company to be built in India, have been supplied with a considerable part of their cordage of Indian manufacture.

[*Examined by the Committee.*]

Is there any positive regulation in your knowledge of the East India company, that India-built ships should be fitted out by cordage, sail-cloth, iron, &c. manufactured in Great Britain?—No, certainly not; the custom of the Company is against it most particularly, sails I can speak to positively; I mean that many ships provide themselves with sails in India, and which are allowed as part of their equipment on their succeeding voyage from England.

What sort of sails are those?—All sort of sails; sails of every description.

Made of India canvas?—Made in India of Indian canvas.

Do you know that any machinery for the manufacture of cordage and sail-cloth, has been sent from this country to India?—I am not aware of any.

Do you know of any wheelwrights, ropemakers and canvas manufacturers having been allowed to go to India, or being about to go there?—No; I do not.

Do you know of any workmen in any other branches of manufacture, having gone or being about to go to India?—No; I do not.

Do you think, as the trade to India is now open to the Out-ports, as well as to the merchants of London, it is not likely that ships of above 350 tons, will be built in India for that trade, instead of being built in Great Britain?—I can have no doubt about it.

In that case, do you think it likely that iron, copper, cordage or sails, will be continued to be sent to India for ships built there, not employed by the India company?—Certainly not.

If the cordage and sails for India-built ships are made and manufactured in India, will it not extremely injure yourself and others extensively engaged in the same manufacture in this country?—Most undoubtedly.

Will not there be a considerable fall in the manufacture of cordage and sail-cloth in this country after the war?—Beyond all doubt.

What proportion does the outfit of Thames-built Indiamen, bear to the whole outfit of merchant ships in the port of London?—I am not able to answer that question.

You have stated that you thought that if ships were built in India, the equipment would cease to be sent from hence; the Committee conclude you know the state of the powers of India, and that part of the world, to supply the materials of which that equipment consists?—It is rather a broad question, and therefore must be answered very generally; I am very much in the habit of intimacy and acquaintance with gentlemen connected with India, and I have great reason to believe that India is capable of supplying (either is or will immediately be capable of supplying) every article necessary for the equipment of a ship.

Do you know, in point of fact, whether any iron has ever been manufactured by India?—I understand they are in the habit of casting guns in India.

Is that India iron?—Yes.

Do you know that as a fact?—I do not know it as a fact, but I believe so.

Do you know any thing of copper being supplied by India; do you know any one case of a ship being coppered with copper supplied by India?—That I cannot speak to, but I understand there is copper in India.

Do you know whether that copper, from the expense at which it will be procured, and other circumstances, would be applicable to coppering ships?—I can only answer these questions generally; but I believe it is.

Are you a ship owner yourself?—Yes, I am.

To

Charles H. Turner, Esq.

To a great extent?—Yes, to a considerable extent.

Then it behoves you to consider of the consequences of all important measures upon the building of ships, and the use of ships that are built in this country?—Yes, certainly.

Tell the Committee your opinion, if ships built in India are allowed to be registered under the Bill now before Parliament, do you think it likely any ships will be built in Great Britain, for the trade between this country and India and China?—Yes; I cannot suppose but that so large a capital as is now embarked in the British shipping, will to a certain extent be still employed; I apprehend the industry of the British merchant will endeavour to protect itself.

Do you think there will be a great fall off in the build here, for that trade?—I apprehend there will be a great fall off.

Being much interested yourself in the build of ships here for that trade, have you any apprehension that it will fall off till the build here becomes very inconsiderable, and bears a very small proportion to the whole build for that trade?—I should apprehend it would.

You said yesterday, distinguishing between the ships built for the India company, and those built on private account, that the latter were fitted out entirely with Indian cordage, as you believed?—Yes.

You mean as well the standing rigging as the running rigging and cables?—Yes.

Have you ever had an actual opportunity of examining a ship built on private account in India coming into the River, so as to form your opinion as to that fact?—I have seen the cables.

Of what ships; can you recolleet?—No; I cannot recollect the names of the ships.

Have you seen them, and more ships than one?—I have seen cables from India, belonging to more ships than one.

Have you ever been on board one of those private ships, and seen their cabling, so as to say their outfit was of Indian cordage?—I have not examined all the cordage or sails on board, but I have understood them to be generally fitted with Indian cordage.

Have you ever had the purpose and the opportunity of examining the cables of a ship, so as to be able to say generally, whether her outfit was of Indian manufacture?—I have not examined all the ropes, but have so understood from the report of the captains of the ships.

But you have never yourself so inspected it, as to be able to say such was the fact?—I have never had such curiosity.

And in the same manner, as to the standing rigging; have you ever inspected the standing rigging of those ships, so as to say it was generally of Indian manufacture?—Upon recollection, I believe a ship built by the India company came home with her standing rigging of Indian cordage; she was afterwards employed as a frigate or man of war, but I am not certain which.

Is that the only ship to which your recollection extends?—No; I have seen other ships in the India Docks with Indian standing rigging; I have understood it to be the coire rope, covered up to prevent its stretching.

Have you seen several ships of that description?—I am not much in the habit of going on board them.

You mentioned some Indian hemp that had been sent home to the Navy Board; have you ever known any come home on private account?—Yes.

When?—The parcel I alluded to yesterday, as having been purchased by Messrs. Sharpe and Sons for the Navy Board, was purchased by them at a public sale at the India House.

Do you know the price they gave for it?—I happen to know within a trifle of what the price was.

What was the price?—Somewhere about 40*l.* a ton.

The price of Russian hemp being at that time what?—£. 70.; and they sold that parcel of hemp to the Navy Board for more than the price of hemp upon the day.

Was not that at a period when the communication with Russia was shut?—No; it came from India in a very rough state, very rooty, and with a great deal of the original bark of the plant upon it; Messrs. Sharpe put up some machinery to clean it, in which they were so successful as to render it in a state very fit for manufacture;

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its strength turned out to be very considerable, and the Navy Board gave a higher price for it afterwards than they were in the habit of giving for hemp from Russia.

Have you any idea of what the cost of that cleaning was?—I cannot say.

Or what the loss upon the hemp in doing it was?—That was very considerable.

You say that Russia hemp was at that time 70*l.*?—I am not certain as to that; but it was a few more pounds than the price of the Russia hemp that was given to Messrs. Sharpe.

Was it not when no Russia hemp was to be had?—No.

What is the ordinary peace price of Russia hemp?—The last peace we had, except the short peace, it was 30*l.* a ton; but now that there is every facility for introducing it into this country from Russia, it is at 70*l.* the import price.

Have you any information as to the quantity of that Salsette hemp or Concang hemp that is produced in India?—I have no certain information, but I understand it is considerable.

Do you know the price it costs to deliver it into this country?—No, I do not.

In that you manufactured for the Navy Board, was there any great loss in cleaning it?—It was greater than in other hemp, but not so great as in the parcel that was purchased by the Messrs. Sharpe; it was in a far better state, it has come from India in a gradual state of improvement, since we first saw the Sun, or Concang, or Salsette hemp.

The Sun comes in far greater quantities than the hemp to this country?—Yes, considerably.

You did not purchase any of that hemp yourself?—We never have purchased any but for experiment.

You did purchase some from the India company's sales?—No, not from the East India company's sales; but we have received samples for experiment from very many of our own houses.

And you found them all to answer the Concang and Salsette hemp?—We have found it would vary according to the quality.

Did you ever see any of the cordage made from any of that on board any of the country ships?—I think I have stated, I am little in the habit of going on board ships, therefore the most of the India cordage that I have seen, has either been sent to my own manufactory, or been seen in the merchants warehouses.

Then you cannot say, from your own knowledge, that it is applied to the rigging of ships?—Yes, I think I have stated, that in one instance or so, I have seen it on board ships; that which I saw, applied to the standing rigging, I think I understood was the course.

Is the other cordage applied to standing rigging?—I have not seen it; but I am but little in the habit of going on board ships.

Do not the owners of the East India company's ships put considerable quantities of sails and cordage on board as store?—No, they are allowed to put a quantity by the Company, and I do not know, that they ever put more.

Do not they dispose of them frequently?—I am not aware of that; I suppose they spare from ship to ship; but I am not aware that the stores are taken for merchandize.

You do not think they spare them as merchandize?—I am not aware that they do; and when it is recollected that they take but little, I do not think they can have much to spare; they only take fourteen pieces of sail cloth.

Do not they sometimes sell the cables regularly belonging to the ship?—If they do, the Company would mulct them.

Wherever it has been discovered, they have been mulct?—Yes.

Is there any drawback upon the exportation of cordage from this country?—Very trifling.

It is so trifling it would not be worth trading in, except in large quantities?—Yes.

Have you ever known India-built ships take out cordage and canvas for sale?—Yes.

Do not you suppose, that must have been for the use of ships built in that country? Yes; but it is many years since I have known the fact.

Have not the Company, of late years, restricted the exportation of cordage and canvas to their own ships?—No, I am not aware of that, and I will tell my reason for not being acquainted with it; it is not more than a year since I thought of sending some sail cloth of my own manufacture, which I believe to be very superior

to

to Indian, and I had some communication with an Indian house upon the subject, and there was no difficulty whatever in the exportation of it. *Charles H. Turner, Esq.*

You did not apply to the India company?—No, I did not.

You do hope to send some to India still?—Yes, I do; because I manufacture an article by machinery, which I believe is not made any where else.

You believe, then, that you have an advantage in the manufacture that cannot be rivalled in India?—Yes; unless the same machinery is sent out there.

In the ships contracted to be built for the Company in India, you say, that for some of them part of the cordage was sent out from here, and part was procured from India; are you certain that it was Indian cordage, or British cordage?—We are in the habit of supplying cordage for a Mr. Mangles, who is now building a ship in the East Indies; we have reason to believe, that when he sends to us an order for a ship, that it is the whole order for that ship he has sent to us, and we have supplied a certain quantity of cordage for this ship of 1200 tons now building in India; no more cordage going from us, than 15 or 20 tons, we have reason to conclude, that the other cordage for that ship will be of Indian manufacture.

Large quantities of cordage being sent out to India for sale, may not he supply himself with that?—I should apprehend the difference of price would be sufficient to induce him to take the Indian made cordage.

You have said, that you supposed ships of 350 tons were built in India for the trade between India and the Outports; upon what grounds do you suppose they would be there built?—I hardly know how to answer that question; I have generally understood that India-built ships would be built at a reasonable cost; their durability is such as to induce the merchant to employ them, in preference to the British-built ships, if he can employ them to his own advantage.

Do not you think that merchants preferring such ships, would also procure the best article they could for the rigging and sails?—It would be for their advantage so to do; but where the difference of price is very material, then that would operate.

What proportion is there between the outfit of a West Indiaman and an East Indiaman?—I can only speak of the outfits of the Indiamen generally, as employed under the charter of the East India company.

On the first outfit of a West India ship, how would she be supplied?—She would have a lesser number of cables, and a fewer number of sails, her voyage being shorter.

You cannot say exactly what she would have?—She would have two or three cables less, certainly; and very nearly a suit of sails less.

You stated, you thought the building of East India shipping would fall off; how many ships a year do you think it would fall off in the building?—It is impossible to say.

It is merely a matter of opinion that?—It is a matter of opinion; but if such facilities are to be given to the India ships, as have lately been granted by the India company, I apprehend no man would build a ship in England, if he could build it in India; I allude to the freight home, before the engagement with the India company commences; the ships which are now building in India, of 1200 tons, are allowed to come to this country freighted by individuals, and they come to this country with a freight of (I suppose I am within compass when I say) five-and-twenty thousand pounds, which is to be deducted from the outfit of the ship, before she commences her first voyage in the India company's service.

Would a ship built at Quebec have a similar advantage; would not she have a freight to this country?—Yes, I should apprehend she would.

Does that apply more to India ships than to any ships built in any other foreign country whatever?—The freight, I apprehend, is greater.

Does not that reasoning apply equally to every ship built in a foreign country?—If the India company were to allow their ships to be built in Quebec, and the voyage was to begin in India, they would be allowed to freight their ship to India; she receives so much per ton on the voyage, and whether she takes any lading from this country or not, it makes no difference in the charge of freight.

In this answer you allude to ships in the East India company's employment; suppose a private merchant's ship belonging to a merchant in India, comes home, and returns again, is not she in exactly the same situation?—Yes, a merchant here may get what freight he can for his ship out, I believe.

Then your reasoning only applies to the ships in the employment of the Company?—Certainly not.

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Your reasoning does not apply to private merchant ships?—No.

What reason have you to suppose, that the provisions now proposed to be granted will have the injurious effects upon the building in England, which you state, as far as the private trade is concerned?—It is to be remarked, that the ships built in India are built under every convenience, free from tax.

Do you know this of your own knowledge?—I would put it in this way; ships built in India will be built at so much more reasonable a cost than ships in this country, that they will, no doubt, be resorted to instead of ships from this country.

The Committee take for granted, you are fully acquainted with all the charges to which the ships built in India are subject?—No, I am not.

Then how can you state the proportion of the comparative expence?—I am informed by Mr. James Walker, managing owner of the ship General Kyd, in which I am a part owner, that by his last letters from India, he learns that the ship would cost, not exceeding 60,000 *l.* to sea.

Have you ever seen any estimate on which you have formed that opinion?—It was a communication by Mr. Walker to me, I being a part owner of the ship.

You never saw any estimate of it?—No, I never asked for any. I was satisfied with his opinion.

Do you know what the opinion of gentlemen who have built at Bombay is; whether the ships have not been estimated to cost 15,000 *l.* more?—I have heard of ships that have cost more.

But that they allow 15,000 *l.* in addition to sea, as it is called?—No, I have not heard that.

You have not heard that it is the usual practice in Bombay to make that sort of allowance?—I am quite unaware that any respectable man would give in an estimate of 60,000 *l.* and tell me afterwards it was to cost 75,000 *l.* I shall be much mortified if that is the case with this ship of Mr. Walker's.

What do you conceive to be included in the 60,000 *l.*?—The ship's being put to sea, with all her equipments.

Six months provisions?—No.

It is mere estimate, the ship is not gone to sea, she is not built?—She is on the sea I expect at this moment.

But you cannot state the actual expense?—I have stated all I know about it.

Where is that ship building?—She is building in the ship-yard of Mr. Kyd, I believe the name is; but I do not know where it is, it is in Bengal.

Do you consider a Bengal-built ship equal to a Bombay-built ship?—I am not sufficiently acquainted with the subject to say that.

Do you understand that the timber of which the ships are built in Bengal, is of equally good quality with that of which they are generally built at Bombay?—I believe there is great variance in the quality of timber in India, as in other countries.

Does your contract provide for her being built entirely of teak?—I really do not know, but I believe not; I never read the contract.

Mr. Grant.]—You stated yourself to have lately received an order to send out a part of the cordage for the outfit of a twelve hundred ton vessel, building for the East India company in India?—Yes.

To what part of the ship did that order apply, to the running rigging or standing rigging, or what?—I really do not know; I can send you a copy of the order; but at this moment I do not at all recollect.

Do you remember any instance of an India-built ship coming to this country, which has returned without taking with her some proportion of cordage of English manufacture?—I really am not acquainted with all the instances of India-built ships coming to this country generally; I think I can produce you some instances where the quantity is so small, as to be of no importance at all.

In general they do take with them a certain proportion of British cordage?—Very little, indeed.

You speak that from your own knowledge?—That is the general opinion.

Committee.]—What is your opinion of the facilities that are to be granted under this Act?—I understand that an India ship is to be admitted to the privileges of the British register.

Generally?—Generally.

So that she may be sold, and become a British ship to all intents and purposes

purposes here?—No; because I understand by the Act, she is not to be sold for general purposes, but only for the India trade. *Charles H. Turner, Esq.*

You talk of the facilities given by the India company to the building of ships in India; what do you conceive those facilities to be?—I do not know that I can make myself better understood than in this; in the instance of the particular ship to which I have alluded, which I suppose to come from India at 60,000*l.*, I believe I am under the mark when I say, she is to earn five-and-twenty thousand pounds in coming home.

Do you know at what rate per ton a ship of twelve hundred tons can be built in India?—No, I do not.

You mean gross freight, when you say £. 25,000.?—Oh, certainly; I wish it were profit.

Have you heard of any ships going from this country to India, in consequence of the Act of last year?—Very few.

But you have heard of some?—I understand there are one or two going from Liverpool.

Mr. *Thomas Barnes*, called in and examined, by Mr. ADOLPHUS. *Mr. Thomas Barnes.*

YOU are a ship owner and underwriter?—I am.

In London?—In London.

At Lloyd's, I suppose?—Yes, at Lloyd's, as an underwriter.

How long have you been a ship owner and underwriter?—An underwriter about 14 years; a ship owner more than twenty years.

In the course of your employment, have you had an opportunity of observing the difference between London-built ships and those built at the Outports?—I have had frequent opportunities, and general opportunities.

Which of those two sorts of ships do you count superior?—Generally the River-built ship.

In what respect is that superior; in material, or workmanship, or what?—In both.

In durability also?—In durability, arising from superior workmanship and materials.

There are books at Lloyd's, wherein there are particular marks denoting the excellence of ships?—Yes, there are.

By letters and numbers, I believe?—By letters and numbers.

Do the London ships retain the situation of the better letters and numbers longer than other ships?—By the general instructions or rule of the surveyors, they do, and generally do; but if a River-built ship were found defective in any respect, it would be classed with the others; a ship which is built with well squared timber, stands in the class (A. 1.) which is the highest character, twelve years; an Outport-built ship ten years.

And the characters which descend in the scale, do they retain them in the same proportion?—Yes; and probably the second character they retain longer in proportion.

What is the second character?—(E.) they descend by the vowels of the alphabet; if the ship is found to be a very good one, she will remain in the class (A. 1.) two or three years longer; (A. 1.) is a ship of the first class well found; (A. 2.) is a ship of the first class badly found.

Losing the letter (A.) they take (E.)?—Yes.

When the ship has descended into (E.) does she there retain her station longer in proportion before she descends to (I.) than she did retain her station in (A.)?—A River-built ship has a greater preference in that station than she has in the other.

How long do you apprehend her to remain in (E.) upon an average?—It is according to her quality; if she is fit to carry a dry cargo, she will continue in (E.); a ship lower than that, is only fit for coals or lumber articles, that will not injure by being in water.

Then she descends to a lower class?—Yes; but I seldom have seen a ship so low as O.

I need hardly ask you whether those ships are dearer to buy, and more favourable to insure than others?—If River built ships, I do not admit they are dearer; they cost more, but you have quality for your price.

How, in your judgment, will the ship building trade in London be affected by the introduction of India built ships, in the manner in which they have been introduced

Mr. Thomas Barnes.

of late?—Very materially; in whatever degree they are admitted they will interfere materially with the building in the river Thames and in the United Kingdom. I have no question about it.

Has or has not the general building in the River been confined to ships for the service of the East India company, and for the Navy?—It has materially, but not generally, it has been confined.

Has that been the main support of the building in the River?—I think it has for the last twenty years been the principal support; I might go further, for the last thirty years. I remember the trade of the River thirty years.

Will the removal of those two trades from the River occasion a very great diminution in the employment of shipbuilders and of those persons who manufacture things used about shipbuilding?—Certainly.

I mean by those, ropemakers, sailmakers, and so on?—Certainly it will.

Is there shipbuilding enough, independently of those, to keep up the larger establishments?—I certainly think not; under present circumstances I expect there will be a great diminution of shipbuilding in the United Kingdom. I know, from my own actual knowledge of Russian and other ships costing less than half what a British ship will do, and being navigated at less expense than a British ship can be; and also as to freight, they are at half the price of British ships. It is no encouragement for a British shipowner to build in this country; the shipbuilder in the Thames cannot have an opportunity of building other ships, when he has no longer an opportunity of building these.

Committee.]—To what is that owing?—From there being no encouragement to build other sort of ships; he will not be called on to build other ships when these are taken from him.

Mr. Adolphus.]—My question was, whether those establishments will not suffer materially, if these two species of building are removed. I understand your answer to be, that they will; because they cannot descend to the building of inferior ships, as the other countries can build so much cheaper?—Yes.

From your observation, do you consider the maintenance of those establishments upon the river Thames has been useful to the navy of Great Britain?—They have been essentially so.

You have spoken of the high prices of building in the River; to what do you attribute the highness of those prices?—As compared with other countries to the heavy taxes, as to London as compared with the Outports; one cannot be more than the other, except from some sudden and unexpected demand, which in war is frequently the case.

Is there, within your knowledge, any reason to believe that by any union among the workmen or masters, those prices are unfairly raised upon the public?—There is competition.

Have you any reason to believe there is any such union among the masters, or conspiracy among the workmen, to raise those prices?—I think it impossible; if I wished I might be a shipwright, and enter into the competition; therefore I know no reason why the prices should be beyond what they ought to be.

There are always in London a sufficient number of persons who have no law to prevent their acting as shipwrights, to take up the trade, if it were a gaining one?—I have not any doubt of it.

And if they could derive advantage from competition, is there not always room and means for them to do so?—I know nothing to hinder him, if he has capital to do it.

You are a ship owner?—I am concerned in several ships.

If the ship-builders of London, by combination or otherwise, raise the prices upon you improperly, I suppose you would find means to get your vessels from the Outports?—Most certainly.

[*Cross Examined by Mr. Spankie.*]

I think you have told us you are an underwriter and ship owner?—Yes, I am.

You likewise told us, that within the last twenty or thirty years, the ship builders have been chiefly engaged in building for the East India trade or Government?—Certainly.

You have told us that there is a class (A. 1.); in the class (A. 1.) do you mean that East India ships are included, or what description of large ships built in the River?

River?—East India ships are reckoned with River built ships in the class (A. 1.) and for the same period of time.

Mr. Thomas Barnes.

What class of (A. 1.) does there exist in the Outports, that can come into comparison with the East India ships built in the River?—The Outport built ships have not been employed in the East India trade; but there may have been some built in the Outports occasionally; and I believe ships built there by contract have obtained their class as the River built ships have.

Have you known any ships built in the Outports classed differently from the India ships built in the River?—I know no reason, if they were built in the same manner; I did not say that the Outports could not build as well.

If a ship is built in the River for the West India trade, and a ship is built at Liverpool for that trade, would there be any difference in the class of those two ships?—Not for a certain number of years.

But would it be ten or twelve?—I think I observed before, that if the ships were found after this period to deserve their character (this is the general rule of the service,) it was continued to them.

Do you know, of your own knowledge, the comparative number of instances in which an Outport built ship has continued in the first class twelve years or more?—No, I do not.

It is only a general rule?—Yes; I have had one instance within the last two years, of a ship built at Ipswich, and she was continued in the first class after she had been entitled by her age to be rejected.

So that if a man takes care to have her surveyed she is continued?—If she is well built she is continued longer; if you pay a good deal of money in the country you will have a good ship, if not you will have a bad one; the River-built ships are generally superior to any others.

Do you mean to say, that it is usual to contract for a River-built ship in the first instance at a greater price than for an Outport built ship?—Certainly I could mention exceptions; I was concerned myself in contracting for the building some ships at Southampton, which were built by a River contract, and built under the inspection of people bred on the River; of course they were as fine ships as could be built in the River, and they cost as much money as they would in the River.

And the only reason why those built in the Outports are not so good as the others is, that they do not give so much money for them?—That is one reason, and a material one; in general in the Outports, where they are prevented maintaining their good character for twelve years, they are not so attentive to the timber as they are here; they are generally built for sale.

Is not it usual to adapt the original cost of the ship to the trade in which she is to be employed; for instance, a ship built for the coal trade might be differently built from a ship to carry sugar?—I have observed, that a ship is qualified to carry coals and lumber after she is unfit to carry dry cargoes.

My question on that is, whether the building at the Outports is not so much an inferior capacity of building, as that the ships are built for a different trade?—It is owing to the system; the one is built for sale, and no character lost by the building of the ship badly; they are like the Jews razors, they are built for sale, and not for use perhaps; ships are not built purposely or exclusively for the lumber or coal trade at the out-ports.

Committee.]—The ships in the River you have stated to be better; is that applicable to all the ships employed in the trade of the country?—Yes.

That they are also dearer?—Higher priced; I did not say dearer.

Then you consider that it would be worth while to pay that higher price for a better ship?—Yes; they have quality for their money.

Was not it usual some time ago for the Thames builders to build for other trades than for Government and the East India trade?—Certainly; I cannot say the number of years since, but very few ships have been built for the last eight or ten years for other trades.

Is not it usual for persons generally to use the ships that are the cheapest?—People consider their present convenience perhaps, rather than their future advantage; and they sometimes buy a cheap thing, and it turns out afterwards they had better have bought a superior article.

If that had been the case on the river Thames, would not the experience of a few years correct it?—The builders on the river Thames have certain rules, from

Mr. Thomas Barnes.

which they cannot depart, without people conversant with ship building taking notice of it, which would be very discreditable to the builder; in a ship from the North Country, it is very seldom; but at first view you may see defects which would be very discreditable to the River builder, defects in the shifts of the planks for instance.

You have stated, that the Thames builders were in the habit formerly of building other ships for the general trade, which has ceased to be the case now; what in you contemplation is the reason of that?—I have stated to the Committee before, that the persons conceive an advantage in paying a small sum of money, though ultimately, perhaps it would prove to have been better for them to have paid a better price.

You have stated, that the Thames builders were in the habit formerly of building other ships for the general trade, which has ceased to be the case now; what in your contemplation is the reason of that?—The premium of insurance on a small sum is less than that on a greater sum, the premium being in the time of war larger than in the time of peace; merchants go to sea on the smallest capital they can, therefore they give a preference to the ship of the smallest value, if they can do it with safety, looking to the present advantage of going to sea with a smaller capital.

If the ship is understood to be a badly built ship, is not the premium higher?—No; when she is in (A. 1.) you will get her done at the same sum, whatever her state may be.

What is the difference of prices, between the ships built in the Outports and those built in the Thames, that stand in class (A. 1.)?—Perhaps fifteen or twenty per cent.; the Outport ships may go to sea for fifteen or twenty per cent. perhaps less capital; but in speaking of the Outports I ought to make a distinction, for I consider Liverpool, Chester, Lancaster, &c. also Bristol, to build better ships than they do at the ports along the North coast.

The people at the Outports build those ships in which the general trade of the country can be carried on, for less money by fifteen or twenty per cent. to those who can carry it on, than they can be built on the Thames?—Yes.

Do you know that, from your own knowledge?—From being concerned in ships, I find it to be the case.

Your mere concern in ships will not enable you to say at what comparative price they are built in the North and in the South?—By having purchased them and paid for them, I can, of course.

Mr. Spankie.—Are you at all acquainted with the number of prize ships, or the occupation to which they have been introduced during the war?—I only know generally, that a great number of prize ships have been admitted to register during the war.

Do you know, generally speaking, whether the ships introduced in consequence of the prize laws are of a class that carry on the general trade of the country, and therefore interfere with the building of general ships?—I have no hesitation in saying, they have interfered with shipbuilding generally.

Do you know from your experience, as a ship owner or underwriter, what is the average size of them, are there many of them 600 or 800 tons?—Not lately.

Probably the prize ships would be likely to interfere with the building for general trade?—They certainly have interfered with it.

Do you know whether the building of ships for the general trade has declined in the Outports in the same degree in which you state that it has in London?—I have no knowledge of the fact, but I believe it has interfered with the general building of the whole empire.

Are you at all acquainted with the nature of India-built ships; have you any personal knowledge on the subject?—As having a knowledge of ships generally; I know nothing of them particularly.

From your knowledge, do you suppose that the India-built ships that have been introduced lately, have interfered with the general building?—Yes, with the building of the United Kingdom, materially.

Committee.]—Do you know what number of India-built ships have been introduced into the general trade of the Empire within the last twenty years?—Speaking of the general trade, many thousand tons, I should expect; but I cannot pretend to say with precision; perhaps 30,000 tons.

Do

Mr. Thomas Barnes.

Do you happen to know, in point of fact, whether more than 10,000 tons have been introduced within the last twenty years?—No, I do not know; I have given my opinion; I can enumerate a great many ships, and put their names down. I remember a vessel, called The Exeter, and a great many others; and in half an hour's time, perhaps, I could enumerate a great many.

Mr. Spankie.]—You have stated your general opinion, that the introduction of those ships has interfered with the building of the whole Empire?—As far as their amount has extended.

Have you any knowledge of the quantity of tonnage that was requisite to carry on the India trade solely twenty years ago, and the tonnage necessary to carry on the trade now?—Not to speak with precision, certainly.

With respect to the advantage that the Government has derived from the building in the river Thames, do not you consider that it would derive the same advantage from the shipwrights being engaged either in the Outports, or in the River?—Certainly; except that one is nearer to the seat of Government.

You stated your opinion, that foreign nations, particularly Russia, I think, can build ships, and freight them at one half the expence of British ships?—Yes.

Then, in your opinion, has the diminution of shipbuilding in this country been effected in any degree by the exclusion of the British flag from various countries on the Continent?—Certainly, I think it has.

In your opinion, as a ship owner, are the mere circumstances of cheap building the circumstances on which the carrying trade of the country will depend?—If the question is meant to apply to the carrying trade to and from foreign countries, it will certainly depend on the dearness or cheapness of building equipment and management in this country, as compared with other maritime countries; but a country having colonies, as this country has at present, and reserving her own trade to her own ships, that part of the carrying trade being confined to British ships, the rate of freight will depend on the dearness or cheapness of building equipment and management in the United Kingdom, where (there being no monopoly) the prices cannot materially differ.

My question was, whether, in your opinion as a ship owner, the first cost of a ship is a principal circumstance to decide whether it shall be employed in that trade or not?—You must mention the country.

Suppose you had a cargo of sugar to bring from the West Indies, would you employ a Russian ship upon that trade, or an English ship?—It would be very strange if I should give this Russian ship as much as I should an English ship, when I would get her for half the price; and I could have an India-built ship cheaper of course than a British ship.

You have not much knowledge of the India-built ships?—I have sufficient knowledge to speak on the point.

[*Re-examined by Mr. Adolphus.*]

You were asked about ships built at the Outports, and their rate in the books at Lloyd's; is it usual to set down where the ships are built, as part of their character?—It is.

You were saying also, that ships in the Outports are built and bought cheap, because a man loses no character by building a bad ship?—Comparatively.

By that you mean that he who buys a ready built ship depends on his own judgment in buying it, while he who has a ship built by contract depends on the inspection of the ship builders with whom he engages?—Yes; and upon his looking at it

Is there also in building a ship by speculation an advantage in employing your people whenever it is handy, and inconvenient to employ them?—Certainly; if he makes a convenience of building he is ready to build for less than he would be otherwise.

Does that enter into the consideration of the price much?—Sudden and unexpected demands must, of course, advance the price of the wages, and materially so.

And the power of employing the men when you please, so as to work up all their time to advantage, enables you to sell cheaper than if you were to consult the advantage of another man instead of your own?—That is one reason, but they are neither confined to quality of workmanship or materials.

Mr. Thomas Barnes.

Nor to time of beginning or finishing?—No.

And do all these considerations enter into your mind when you speak of the price being twenty per cent. lower at one place than the other?—I speak rather of the actual case than of the motives which lead to it.

In speaking of that actual case, you know of those motives operating?—Yes.

You have been asked, whether the interest of Government would not be as much promoted by the employment of a given number of shipwrights in the Outports as in London; is it within your knowledge that there is a convenience between the Government yards and the merchants yards in London, so that men are had easily from one to the other?—I know it is a general observation, that men go from one to the other.

So that if Government has a demand for extra hands in their yards, the men can be supplied from the merchants yards without much expence in travelling or loss of time?—I should think that would be a convenience.

Would then the dispersion of those men to the Outports be an inconvenience?—Of course, in that degree it would; the private yards in the River having been employed on large ships, the men there are more ready at their business, having been employed in constructing ships for the East India company's service of 1,200 or 1,500 tons, they are more prepared and are more fit for the service of Government, in the King's yards.

With respect to the exclusion of other vessels from foreign parts, that has been diminishing for some time past?—It has, in some degree, since the Baltic has been open; but I am afraid it will not long continue, for the reason I have stated before.

The inconvenience of foreign ships coming to this country had been partially or totally removed subsequently, for some time?—Yes.

Did you ever know so little shipbuilding in the Thames as at this time?—Never.

After that inconvenience has been partially or totally removed?—Yes.

Examined by the Committee.

Do you consider the India ships as much cheaper than the English ships?—I do not know it from such knowledge as to be able to state it in evidence; the freight home is considerable, and places them on a better footing.

Did you know the East India ship Ganges?—No, I did not; I have known defects in River-built ships, but not from workmanship; the best judge of timber may be deceived in timber I know; I have built a dozen myself, and have been deceived; they have turned out very bad, when they appeared very good.

You built a ship at Ipswich?—No, I bought her there.

Would it not be advantageous to British merchants if they could get ships as cheap as the Russian merchants do?—Yes, if the ships were British; but I should think not, if the ships were foreign, at least ultimately; for we should be at the mercy of foreigners; and while the heavy taxation of the country continues, we cannot get British ships so cheap as foreign ships; we should lose the breed of ships, seamen, and shipmakers altogether; and I would rather remove the manufactory of broad cloth to India, than the manufactory of ships.

Mr. William Butler Called in, and Examined by Mr. HARRISON.

Mr. William Butler.

I believe you are surveyor of shipping for the underwriters at Lloyd's?—Yes.

How long have you filled that situation?—Going on of four years.

Will you state to the Committee what is your duty, as surveyor of shipping for Lloyd's; what duty you perform for the underwriters, and for Lloyd's?—To inspect the materials of the ships, to see the state they are in, their build, their age, and what character they are entitled to.

Is the examination of a description which enables you to ascertain all their qualities, as far as perfection and build, and probable durability is concerned?—From the outside plank, but not from the timbers; but from the age and her build, we can form an opinion of her goodness.

There is a register kept of all vessels, I believe, at Lloyd's?—Yes, regularly.

And they are classed in vowels, A. E. I. O. and U.?—Yes.

Does

Mr. William Butler.

Does that register also contain an account of where every ship was built?—It does.

And when?—It does

We understand that River-built ships come into class (A. 1.)?—Yes.

The Outport ships also that are well built?—Yes.

Do River-built ships remain longer than the Outport-built ships in Class (A. 1.)?—Yes, they do.

Will you state to the Committee the reason for keeping the River-built ships longer in Class (A. 1.) than the Outport-built ships?—Both in materials and workmanship they are considered much superior.

Is there any fixed age given to you as a general rule for keeping them in class (A. 1.)?—There is.

What are the years?—The River-built ships stand twelve years, the ships to the North ten years; I cannot exactly recollect now, not having the book here; but there are some of the American ships also stand ten years, some eight, those of oak and cedar stand eight, some six, some four; those of inferior wood only stand four.

And the rule given you, is to keep ships in the first class for a certain number of years?—If the surveyor thinks that the River-built ships are in a good state, and entitled to the class (A. 1.) they may keep them in one, two or three years more, according to their description.

And if a vessel fails within the ordinary period, of course she is removed from that Class?—Yes, to a lower Class.

From (A. 1.) they remove to (E. 1.)?—Yes.

In (E. 1.) they remain as long as they are considered as sound good ships?—Yes.

Are you able to state any comparative average between the River-built ships and the Outport-built ships, as to their maintaining their rank (E. 1.)?—I have known River-built ships keep their character of (E. 1.) without any very heavy repairs, four or five and twenty years.

That is in (E. 1.) after having been transferred from (A. 1.)?—Yes.

Do they in general hold that rank much longer than the Outport vessels?—A good deal, many years longer; the Outport ships, with many heavy repairs, hold that character, but not so long as the River-built ships I consider.

Have you any means of knowing when ships are undergoing repairs in the River, what are the nature of those repairs; have you a general superintendence of the shipping?—In general we have notice left in the office, when they are getting any general repairs; then we may see them, and note them accordingly in our book.

The owner generally gives you notice of the large or general repairs?—He leaves notice at the office, that we may examine them and insert in the books.

You see, therefore, not only those in the River that are building, but those under repair, so as to see their construction?—We do.

Does that enable you to state, that there is any considerable superiority in a River-built ship?—Certainly it does.

You have held the situation of surveyor only four years, I understand?—No.

How long had you known the River before that?—All my life time.

Of course, your occupation was of some description or other, which gave you a competent knowledge of a ship?—I was brought up a shipwright.

Were you brought up a shipwright in the river Thames?—In the river Thames.

To how many years does your knowledge of the river Thames extend?—From thirty to forty years; five or six and thirty years.

In the public yards or private yards?—In the private yards.

Do you know what class of ships have for a considerable number of years back, afforded the principal employment to the yards in the river?—It was always understood, while I was an apprentice, and worked in the River, to be the East India ships, both in building and repairing.

Has that been the case, during your recollection of the River?—It has.

Except the men of war, you do not speak of the occasional employ arising from them; but for merchant trade, that has been the principal employment?—It has generally been looked upon so in the River, from the great establishment of the East Indiamen.

In your judgment, can the establishments upon the River be kept up, if that business is taken from them?—I think not.

In

Mr. William Butler.

In what class do the vessels stand that come from India?—They generally stand in the first class as long as the River-built ships.

That is in (A. 1.)?—Yes, in (A. 1.)

Have they been long enough in general use here to enable you to form any judgment as to the time of their standing in class (E. 1.)?—From their age they become (E. 1.); there have been instances where they come into (E. 1.) before that time.

What description of ships have come into (E. 1.) before the usual period of a River-built ship getting into that class?—A ship (I cannot say ships) built in the East Indies.

A Bengal or a Bombay ship; what was the name of her?—I cannot charge my memory with the name of her.

Was she a teak ship?—A teak ship.

Who did she belong to?—I do not know, it is a long time ago.

But that is not usual, you mention only one ship?—No, it is not usual.

Can you form any judgment upon the quality of teak ships, as standing any length of time in (E. 1.)?—That depends upon the quality of the wood that they have been built of, and the repairs they have had after they have gone out of the class of (A. 1.)

In what state are the shipwrights and manufacturers on the river Thames now?—Within my remembrance, which is forty years, I have never known them in so distressed a state.

Does that include all the classes of persons that are employed in the construction of a ship?—Yes.

When you are called upon to superintend repairs, or you actually do attend repairs of ships, do you ever suggest additional securities and additional repairs?—Very frequently.

Have you had occasion to do that more frequently with respect to Outport ships or other ships, than River built ships?—More frequently.

Committee.]—Have you had to do that with the teak ships?—I have generally found that the teak ships require some additional fastenings when they come here.

Do you mean by that, that they require more than a River built ship after the same service?—More than the River built ships in the same service, certainly.

Mr. Harrison.]—You say that the teak ships you have observed, have required additional fastenings more than the River built ships?—Yes.

Is that from the circumstance of their not being so securely fastened when first built?—From their not being sufficiently fastened before they have been launched.

Then when they are repairing, and are about the time of passing into (E. 1.) you have found it necessary, with respect to teak ships as well as Outport ships, to suggest additional fastenings, which the River built ships have when they are originally built?—It is found necessary before they come to (E. 1.)

In order to keep their station of (A. 1.)?—Yes, to put them in a state to deserve that character.

I take for granted that is generally attended to?—In general it is.

Do you know any thing of the comparative expence of repairs in the River and in the Outports?—I have had bills put into my hands by the underwriters, where damage has been repaired in the Outports; and I have observed, that they have equally cost as much, in my opinion, as if they had been done in the river Thames; which observation I have made to the underwriters.

Those bills have been put into your hands with a view to demands made of them under losses?—Yes.

As far as your observation has gone in that respect, there is not any great difference between the general charges in the port of London and in the Outports, compared with the nature of the work?—No; I do not think there is.

And upon the whole, the River built ships you consider as much better fastened than any of the others?—Much better; they are much superior ships, either in workmanship or timber.

And in construction?—And in construction.

Committee.]—Which is the largest employment for the shipbuilders in the Thames, repairing or building?—I believe it is generally understood that the repairings.

It

Mr. William Butler.

It is twice or three times as much as the building; is it not?—From Outport ships, but not from River-built ships; we find that the River-built ships are much more durable, and last much longer without any repairs than any other ships.

Longer than the teak ships?—No; I do not know that they do, with respect to India ships.

Do the teak ships want more or less repair than the River-built ships?—After they come to the second character, they want more repair than the River-built ships.

But do they require more or less where they remain in (A. 1.)?—I do not know that there would be any difference.

They are much the same as the River-built ships, as to repairs, while in that class?—Yes.

Therefore you think they would afford just as much employment, as to repairs, as the River-built ships, during their whole existence?—I do not know that they would.

You think they would afford just as much employment, as to repairs, as the River-built ships, during their whole existence?—I do not think, from recollection, that they would.

Then the Committee will trouble you to explain your two former answers?—I do not think that their fastenings would hold; in point of fastening, they would afford rather more repairs, perhaps; but in point of wood-work, I do not think they would want so much repair as the River-built ships.

You say now that the wood is more durable, but that the fastenings would want more repairs?—The iron work.

You mean the fastenings?—Yes, the fastenings of the ship.

Iron goes sooner in teak than other wood, does it?—I allude particularly to the bottoms, where the copper can get at it.

You have observed that teak spoils iron sooner than oak?—I never paid so much attention to that subject as to be able to answer that question; where the copper gets at the iron it corrodes it, it will not last so long; in the River-built ships they put no iron in the bottom.

Then the teak ships are iron-fastened?—Generally they are iron-fastened.

Have you seen any ships lately that have come from India?—No.

Then when you say they are iron-fastened, you speak of some time ago, when you saw them?—A year, or a year and a half ago.

Do you, upon the whole, think that a teak ship would not give as much employment in her repairs as a River-built ship in the course of her existence?—No, I hardly think she would.

Why would she not; is it because her wood is more durable?—I suppose that is the case; she would not afford that opportunity of repairs that our own ships do, from the wood being better.

[*Cross-examined by Mr. Grant.*]

I do not see that you have mentioned how long Bristol and Liverpool-built ships stand in the class (A. 1.) You have said the River-built ships stand twelve years, and the ships built in the North ten years; how long do the Bristol and Liverpool-built ships stand in that class?—The Bristol and Liverpool ships stand eleven years; the ships from the North stand ten years.

You do not know any thing to prevent there being as good vessels built at the Outports as there are in the Thames?—From the experience I have had, I never found one that was equal to a River-built ship.

Do you know of any cause for their being not equally well built, which is not removable?—The reason is, that they do not square their timber, nor take the sap out of it, nor put it in in that sound state which they do in London.

Do you mean to say it is not equally well seasoned?—No; I do not mean that, but they do not take the sap out of it.

When you say that ships stand twelve years in class (A 1.) from what do you reckon that period; from the building of the ship?—From the time the ship is launched, and gets her certificate from the builder.

From that period you reckon the time for which she stands in (A. 1.)?—Yes.

From what time do you reckon the teak-built ships to stand in that class; from the time of their coming into this country, or from the time when you are informed

Mr. William Butler.

that they are finished and about to sail?—From the information our committee gets from the India-house, of the time they are built.

Do you find that the ships built in the Thames fetch a higher price after a given number of years, than the ships built at the Outports?—Considerably.

Do you find that to be the case with vessels that have undergone complete repairs; suppose one vessel repaired in the Thames, and another in the Outports, do you find that repaired at the Outports fetch a lower price than the others?—It will depend on the repairs done; if the original build of the vessel was in the River, she will always fetch a higher price than any other vessel whatever.

Notwithstanding the repairs at the Outports may have cost as much or more than those in the Thames?—Notwithstanding that.

To what do you attribute the present decline of shipwrights employ on the River?—One cause is on account of no ships being built on the River, as there have been always before this. I have been in the habit of going to sea, and then I could not tell what the cause was; but while at home I never knew of so few ships being built in the River as at present.

That is the fact; now I ask you for the cause?—There is little doubt that the cause is the ships being built in the East Indies; there is an understanding that had there not been so many built there, there would have been work in the river Thames, not only on Indiamen but on two or three private ships, which are now building in the East Indies.

Do you speak of ships actually built in the East Indies, and now in the general trade of the country, or do you allude to an expectation of ships that are to be built there?—To both, those which have been in the trade, and others that may be built there.

Are you at all aware how many ships built in India, have of late been introduced into the trade of this country?—No; I am not.

Have you any guess at all of the quantity of tonnage that has been introduced; we will say for twenty years past, of India-built shipping?—No.

Then when you state that there is an understanding that the India-built shipping is the cause of the present decline of work, you have no particular knowledge on the subject?—Only an understanding that there are numbers of ships that have been built and are building, and are expected home, and from that circumstance there have been no Indiamen built in the Thames.

Do you mean to say, that you understand there is an opinion among the trade, such as you have mentioned, but that you yourself have no such knowledge on the subject, as to enable you to form a definite judgment on it?—No further than seeing the distressed state of the river Thames.

You have no knowledge yourself as to what it is owing?—No; I have not been to the East Indies to examine.

Nor do you know how many India-built ships have come into this country?—I know there have been some.

You cannot form yourself a judgment what tonnage of India-built shipping has been introduced for the last twenty years?—No.

[*Examined by the Committee.*]

Do you state that the building of East India ships in the River has been less in the last twenty years, than it was the twenty years preceding?—That is a question I can hardly answer, because I have been going to and fro to sea within these four years, and therefore I cannot give an opinion upon it; I should think there has not been so much, but I have not been able to observe the subject much, because I have been abroad.

You say that the East India-built ships keep twelve years in Class (A.)?—Yes.

Lunæ, 25° die Aprilis, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. James Hughes, Called in, and Examined by The COMMITTEE.

Mr. James Hughes.

DO you wish to make any correction in your evidence?—Yes; I stated that sixty shipwrights were competent to build an Indiaman in fourteen months; instead of that, I meant to say, all the shipwrights and artificers included; a 74 I said, 120 or 130 men were competent to build in three years; now I will say the same number in two years, including all artificers.

What proportion of those would be shipwrights?—About half of them.

What number would build a seventy-four in two years, instead of three years?—That is all.

Were you the person who went down to examine the yards?—Yes, I was.

By whom were you employed?—I was asked by one of the master-builders to go round, and get the number of men employed on the different yards, and I took every man; and I believe there were not more than two yards but what I went to the counting-house, and took them from the books. I took the numbers as carefully as if I had been upon my oath.

Was this done in the way of business; were you paid for it?—No, by no means; I am a well-wisher to the business; I am a shipwright, and have children bringing up to it—nothing more.

James Walker, Esquire, Called in, and Examined by Mr. HARRISON.

James Walker, Esq.

You have some concern in India shipping?—A little.

Are you the managing owner of a ship lately built in India?—I am, or I am to be the managing owner of a ship now building in India, or now coming home from India.

What is the name of the vessel?—The General Kyd.

You say she is either completing, or on her voyage home?—I cannot exactly say; but she was to leave Bengal in January last.

Are you able to state to the Committee what has been the expense of building that ship and equipping her?—By a letter received lately from the ship-builders James and Robert Kyd, of Bengal——

Have you that letter?—I have not it about me.

You say you have received a letter from the persons who built the ship?—I have.

What do they state to be the expense of building and of equipping her?—They state to me, the ship cleared to sea, they think it will be rather under than over 60,000*l.* a 1,200 ton ship.

Where was she built?—At Calcutta.

A teak ship, of course, I suppose?—A ship the growth of that part of the country, Saul, Sisso and teak; I believe the teak indeed is brought from the coast of Malabar.

A ship built in Calcutta in the way in which ships are usually built there?—Yes.

Your direction was, as far as you were concerned as managing owner, that she should be built perfect and good?—Exactly so.

Do you expect that ship to last you as long as a British-built ship?—I conclude, from every information that I have, that she will last infinitely longer.

You probably were induced by that circumstance to prefer building her there, to laying her down in the River?—Certainly.

You are, or are to be the managing owner of that vessel, I understand?—I am.

I take it, that you required a vessel of that description in point of size for the purpose of the India trade; you wanted a vessel of that sort, otherwise you would not have built her there?—Certainly.

James Walker, Esq.

And you would have laid down that ship in the Thames, or at the Outports, if you had not had the means of building her there?—It is more than probable that I should.

You wanted a vessel from somewhere, and if you could not have got her in India, you would have built her in England?—I wanted a ship of that description to meet the advertisement of the India company, who required ships of that size for their service.

Is Mr. Turner a part owner of this vessel?—Mr. Turner is a part owner of this vessel.

You communicated with Mr. Turner upon the subject of the cost of this vessel, some little time ago?—I did.

You stated to Mr. Turner what you have now stated to the Committee, as to what you understood she would cost?—Exactly.

Do you know where her copper was supplied, whether it was sent out from England, or whether it was supplied in India?—Her copper bolts was sent out from this country, her sheet copper was furnished in India.

That sheet copper is the manufacture of India?—No, I cannot say that.

You said the copper bolts were sent out from England?—The copper bolts were sent out from this country.

No copper sheeting was sent out from this country, that you know of?—None for that ship.

The copper sheeting, I am to understand, was to be supplied by the builders in India, in some way?—It was.

Whether they bought it as copper sent out from this country, or as furnished by India, you have no means of knowing?—I have not.

Do you know what is the cost of the same sized vessel, upwards of 1,200 tons, which is the largest class of East Indiamen sent to sea from this country, in England?—I do not.

Is the vessel that you have built, and which is either on her way home, or will be as soon as she is completed, already taken up by the India company?—She is already taken up by the India company.

Where does her engagement commence, in India, or after she arrives in this country?—It commences after her arrival in this country and her approval by the Company's officers.

Then her voyages, whatever they may be, commence with the sailing from this country to India?—They do.

Is your ship coming in ballast or in freight?—In freight, I understand.

Have you any means of knowing what will be the probable amount of the freight on the voyage home?—None whatever.

Have you no means of knowing what is the ordinary freight made by a ship of that size coming home in that way?—It depends very much upon the amount of the freight paid, which I am not informed of, by the builders who are to send the ship home.

Then as yet you have had no communication of whether she is full freighted, or to be light of freight?—The letter to which I have alluded, mentions that the ship is coming home full freighted, but it does not mention at what rate of freight.

You are not able to tell us the freight?—No.

You do not know what other ships have earned, coming home on full freight, in the same way?—No, I do not.

You have stated, you do not know the cost of a vessel built in this country of this description; do you know the cost of any other ship of a similar description built in India; are there any other ships built in India in which you have had a concern as part owner?—None whatever.

[*Cross-examined by Mr. Grant.*]

As a ship-owner, it is a vast advantage to you to get the ship so cheap as you describe it, is it not?—I conceive it is a great advantage to me to have a cheap ship.

That was your reason, in fact, for procuring a ship to be built in India?—It was.

When you say, you expect the ship to last infinitely longer than an English-built ship; I suppose you mean to imply, both that the materials are better than the materials here, and that the workmanship is, generally speaking, good?—I mean to say, that I think, from every information that I have, that the ship will

will last longer than she would if she was built here; and I am also informed that the workmanship is of a very superior kind. *James Walker, Esq.*

How soon do you expect her to undergo her first repair?—It depends very much upon circumstances.

But supposing all extraordinary circumstances out of the case?—It will depend then on the periods that the India company think it necessary to give them any repairs, perhaps at the second or third voyage; the third voyage I believe is generally considered by them as a repairing voyage.

Do the repairs, generally speaking, take place in this country?—Always, I believe.

You have spoken with respect to the copper; can you tell with respect to the other articles of the ship's equipment, whether they have gone out from this country, or have been procured there?—Other articles have gone out besides the copper bolts, such as anchors, guns and cables, and a variety of small stores, commonly termed ship chandlery and ironmongery articles of various sorts, even a carved head for the ship, and many things of that sort.

Do you mean to state that the whole of the ship's outfit, with respect to those articles, have been sent out from this country?—No, I do not think they have.

Are you able to say what proportion of articles of that description, which will be requisite for the outfit of the ship, has gone out of this country?—Indeed I cannot exactly answer that question.

Are you able to say whether a very great part of the materials necessary for her outfit, has been sent out from this country?—Probably two-thirds.

With respect to the other third, or with respect to whatever has not been sent out from this country, are you able to say whether it would be supplied from the manufacture of India, or from the manufacture of this country, previously exported from this country?—I believe from articles of the manufacture of India.

What is your reason for believing that?—My ground for believing that, is from an estimate furnished me by the builders, in which they state the articles that they will supply the ship with, to equip her to sea, of the growth of that country.

Committee.]—Almost all the knowledge you have upon the subject, is from that estimate?—From the estimate, and the letters which I have at home.

Mr. Grant.]—Have you the estimate of which you have been speaking?—I have. [The witness delivered it in.

Mr. Harrison.]—In what way did you receive that paper?—It was sent to me by the ship-builders, who signed it J. & R. Kyd, as an inducement to me to build a ship with them, which governed me in my determination to build. These gentlemen, since that estimate was given to me, have stated to me, that in consequence of the great rise that took place in Bengal, in consequence of a number of ships being built under the idea that they would be wanted here, there was a rise in timber; and the ship, which was originally by that estimate to cost 370,000 rupees, by their last estimate will cost 400,000 rupees; making the sum still rather under than over 60,000*l.* which I have stated the ship would cost.

Mr. Grant.]—Have you any other estimate correcting this estimate, in the manner you describe?—That estimate was handed to me about a year and a half ago; I have stated that the estimate was 370,000 rupees; and the subsequent advice informed me that the ship would cost an additional 30,000, in consequence of the rise.

Have you any document or letter to that effect sent by them?—Certainly not with me.

Would you have any objection to produce that letter, in which they stated the grounds for correcting that estimate?—O certainly not; I think I have it; I have made here an abstract of that letter, giving me the information I have stated. This paper contains all that I can say, or the letter, if produced, could say.

Is there any information in the letter but what you have got there in that paper?—Nothing more than that I have mentioned; that in consequence of the number of ships that were built, there was a rise in the price of timber.

That does not appear in your abstract?—No.

Committee.]—What forwardness was the ship in, when you received the last letter from Mr. Kyd?—She was to be launched shortly afterwards, I think on the 11th of November, and she was to sail in January.

Mr. *Thomas Todd*, Called in, and Examined by Mr. ADOLPHUS.

Mr. Thomas Todd.

You are a mast-maker, I understand?—I am.

Where is your establishment?—In Millwall, Poplar.

How long have you carried on the business of a mast-maker?—One-and-thirty years.

In what line of shipping does your business principally consist?—In making masts for the East India company's ships.

Have you made masts for Government ships building at the private yards, and other ships of that description?—We have.

How many men have you been in the habit of employing?—From eighteen to four-and-twenty.

Is that altogether in the business of making masts, or do you make any thing else belonging to a ship?—Nothing but the masts—masts and spars.

How many men have you in your employ at this time?—About ten.

Have you declined in the employ of men gradually, or has the decline been sudden?—We have declined gradually for these three years.

To what do you attribute that decline?—We attribute that decline to our not having any new ships building in the River.

Did it begin to affect you three years ago, and has it progressively increased; or has it not fluctuated in the course of those three years?—It has fluctuated in the course of those three years.

Has it ever in that time been up to its former state of prosperity?—No, it has not.

Have you ever been applied to, to furnish any masts for ships that were building in India?—No.

Have you, when India-built ships have arrived in the Thames, had any employment about them in the way of your business?—We have; some little.

Do they amount, in any degree, in proportion to what you had about London-built ships, when they returned from their voyages?—No, not near.

Your business lies principally, I think you say, in masts for ships belonging to the East India company; if the India-built ships continue to be introduced, will it materially affect your business?—Very much indeed.

Can you in that case carry on your establishment in its present extent, or in any considerable extent?—We cannot carry it on to the extent we have, nor any thing near.

From what countries are the timber and spars imported which you make use of in your business?—From Quebec; from all parts of Quebec.

I suppose they pay duty?—A trifling duty.

Do you import any from the Baltic?—We have imported from the Baltic, but not this last season; we imported from Quebec last season.

Are the Quebec spars as good as those from the Baltic?—For the India service, I think they are, except for topmasts.

Is there any other service for which you think they are not equally good?—For the India service, they suit the climate better than those from the Baltic; those from the Baltic are of a stronger nature, consequently the sun has more power upon them; it opens them and splits them; the Canada masts are of a more mild nature, and suit the climate better.

Then are the Canada masts better for general service than the Baltic masts?—I think they are equal.

Then am I to understand you, that the Canada masts are equal to the Baltic masts for general service, and superior for the service of the East India company?—They are, except for topmasts, which is generally of Riga.

Have you had an opportunity of seeing the masts that have been made in India for the India-built ships?—I have.

Are they nearly as good in point of manufacture as those made in London?—I think they are.

Have you any doubt that in progress of time they will be made fully equal in manufacture to those made in London?—In the manufacture certainly.

Are they inferior in any other respect?—None.

Are they superior in any respect?—I think they are, in quality.

Do you know, or have you reason to believe, whether or not the ship-builders in India could supply themselves to any extent for the use of shipping?—I have not a doubt in my mind, to any extent in the course of time.

Have

Mr. Thomas Todd.

Have you seen ships from India fully supplied with Indian masts for their use?—I have.

Have they had spare masts of Indian growth and manufacture?—Yes, such as top-masts and top-sail-yards.

Were those in every respect fully equal to the equipment of those ships?—Perfectly.

Committee.]—Do you know the name of the wood?—Teak or poon.

Mr. *Adolphus.*]—Any other wood?—No, I believe that was the principal.

Is it from the circumstances of seeing those ships so equipped, that you draw the opinion you have expressed, that they can equip ships to any extent; or have you any other means of forming that opinion?—From seeing the ships come home fully equipped with those things.

Committee.]—Can you recollect any ship's name that you speak of?—There is the Inglis, she had poon tops and topsail-yards.

Spare ones?—Yes.

Any other ship?—There are others, but I cannot recollect them.

Mr. *Adolphus.*]—Have you seen others whose names you do not recollect?—I have.

From your observation of those India-built ships, can you say whether their outfit is in every respect equal to those built in the port of London?—In respect to the masts, certainly they are.

To other objects, you do not speak with any confidence?—No.

When you equip a vessel for India, how many voyages will she perform with Thames-made masts?—From two to three voyages, seldom more; some two, and some three voyages; the principal part two.

Have you any means of knowing how many voyages a ship with Indian masts will perform?—There is a ship, to my knowledge, that has had masts in her for five or six voyages.

Have you, independently of the ship building in merchants yards, been in the habit of furnishing the Royal Navy with masts occasionally, in times of emergency?—I have.

Can you, if the employment about India ships is taken away from you, or materially reduced, maintain such an establishment as will hereafter enable you to supply the Navy?—I cannot.

[*Cross-examined by Mr. Grant.*]

You have stated, that you have usually been in the habit of employing from 18 to 24 men; and you state also that your employment has declined within the last three years; can you state how many men, upon an average, you have employed during the last three years?—We have employed, during the last three years, from twelve to sixteen.

You say that you ascribe this decline to a want of demand for ships building in the Thames; to what should you ascribe that want of demand?—Because when the ships that are fitted out for India were gone from London, we then have it in our power to set our men to work upon the new work for the ensuing year, and so kept them employed.

You seem to say, that you ascribe this decline to a want of demand for ships built in the Thames; I want to know to what you ascribe the diminished demand of ship-building in the Thames; why is it that fewer ships are now building in the Thames than before?—I cannot say; I suppose it must be from the teak ships coming from India.

Have you any idea of what number of those ships have been introduced of late years into this country?—I should think from eighteen to twenty.

[*Committee.*]—Within how many years?—Within these three or four years.

[*Mr. Grant.*]—Do you mean to speak of ships introduced into the general trade of the country, or ships that come merely from India here, in the India trade?—Ships in the general trade of the country.

You have stated, that the India-built ships coming hither, have not afforded you the same degree of employment, by demand for masts, as the English-built ships voyaging between the two countries?—They have not.

Do you mean to say that upon the whole you have not been so much employed

Mr. Thomas Todd.

in furnishing masts for India-built ships, as for English-built ships in the Company's service; or do you mean to say that an India-built ship does require such a supply of new masts in general, as an English-built ship of the same size?—I do not.

Do you mean to say therefore, that any number of ships, say two, employed in the trade between this country and India, if they be India-built, will require fewer repairs in the way of masts, than if they were English-built?—Yes, a great deal.

To what do you ascribe that circumstance?—From their being fitted with India masts.

Which are of better materials?—They are of better quality.

Can you state whether the fir of the growth of this Island, is ever employed for masts or spars?—It has been tried, but not found to answer.

Do you mean to say, it has been applied to masts or spars?—For the smaller sort of spars.

Then hitherto we have been entirely dependent for masts and spars on the North of Europe and British America?—Yes.

What is the cause that you have imported fewer spars from the North of Europe of late, and more from Quebec?—Because the ports have been shut, and we have not had an opportunity of importing masts from Riga.

Then our depending upon Russia for masts and spars, is subject to that inconvenience, that in the event of any rupture between the countries, the supply is stopt?—From Russia; and then it would be wholly supplied from North America.

You state also, that the masts and spars from Quebec, were better for the climate of India, than the masts and spars from the North of Europe?—I think they are.

The reason for which is, that it is a milder wood?—Yes; and particularly for lower masts and top-masts.

You have stated, that the wood imported from British America, is of a milder grain than the wood imported from the North of Europe; I wish you to state the comparative qualities, in respect of strength or mildness, of teak or poon wood, and the wood of British America?—The teak is much superior in quality to either the American or the North of Europe wood; the Teak wood certainly is superior, from the quality it has in itself.

Is it of a milder grain?—No, it is not of a milder nature; it is of a stronger nature, but it suits the climate, I have no doubt.

Better than the American wood?—Yes, I should think it does.

Do you speak of teak wood only, or of poon wood also?—The poon is inferior to the teak.

How is it, as compared with the other woods?—Superior to either of the others.

From your observation on this subject, do you not believe that the teak wood is the fittest of all known kinds of wood, for various climates, for masts?—It is.

Will not a teak mast endure varieties of climate even better than a mast of any known wood?—Yes.

When you mentioned, that there is such a quantity of wood in that country for these purposes, do you infer that merely from the number of spare masts you have seen in India-built ships coming to this country?—From the supplies with which the ships have generally come home, I judge so.

How many India ships have you happened to observe, which have been so supplied with spare masts?—I believe, three or four others, beside the one I have named, but I do not recollect them immediately.

[*Re-examined by Mr. Adolphus.*]

You have said, that your establishment formerly employed about thirty men?—From eighteen to twenty-four.

You have said, that of late it has declined from twelve to sixteen, and is now at about ten?—Yes, it is.

Did you ever feel yourself so destitute of employment as at the present time, since you have known the business?—Not since I have known the business.

[*Examined by the Committee.*]

Have you known any teak or poon spars imported for sale here?—Never.

But you have known a considerable quantity of masts and sails exported from England, for sale in India?—We have sent spars out.

Pretty largely, at different times?—Yes, for the Company's service, and on the Company's account.

You

Mr. Thomas Todd.

You know that the Company export them annually, as an article of store for sale in India, as well as for use?—I do.

You say you have seen India ships arriving here, fitted with Indian masts and spars; have you not seen India ships arrive here fitted with European masts and spars?—In part; that is, the small spars; the large spars, such as topmasts and topsail-yards, they have been supplied with in India, and lower masts also.

Do not you know that spare masts are exported from this country to India for sale?—Yes. I have known them to be exported.

How long ago?—About three years ago.

Upon one occasion, or was it the course of the trade?—They were sent out generally, I believe, to a certain size, about the size of a topmast.

Have you known any spare masts imported from India into this country for sale?—Never for sale.

As you state that the wood of the India spars is so much better than of those that are made here, how do you account for spars being an article of export from this country to India for sale, and never of import from India to this country for sale; and also for ships coming partly at least fitted with English spars from India where they were built?—The smaller kind of spars are exported from here, because they are lighter than the Indian spars.

They are found so much better for being lighter, that it is worth while to export them to India for the use of Indian ships?—They generally take English spars of the smaller kind from England.

Then in your former answer, that Indian wood was better than English, you are to be understood as confining it to the lower masts and larger sort of spars?—Exactly so.

Of the lighter spars you are of opinion that those which go from this country are much preferable to those which are found in India?—I am.

Of course you see no prospect of any diminution of the demand of that sort of spar, in consequence of ships being built in India?—No, I do not; when they go out from this country, of course they would take this small sort of spar, because they would prefer them from their lightness, but they would no doubt bring their own spars home, and I have seen that they do.

Why is that exportation from this country for the use of ships in India to be discontinued; do you see any reason why it should be discontinued?—No, I do not.

Is that a considerable part of the outfit of a ship, the upper spars?—No, the lower masts, the lower yards and topmasts, with a spare topmast and topsail-yard, are the principal things on board a ship.

It is not meant the original outfit only, but for the wear and tear of the ship?—Yes.

Therefore the furniture of those light spars is a considerable part of her expenditure, is it not?—Certainly.

Do not you think the teak and poon a heavier wood than the spars you furnish from here?—I do.

Is it not a material consideration in rigging a ship, that the topmast shall be light?—Certainly it is.

And the Quebec spars would therefore answer better than the poon, would not they?—Yes.

So of the lower yards and topsail-yards, I apprehend?—They would, I should think.

If you were to rig a ship of your own, would not you prefer Quebec spars to poon for those purposes?—I would.

When the trade with the Baltic was opened, or generally when it is open, do you import most masts and spars from the Baltic, or from North America?—From North America.

The greater part?—The greater part.

During the time in which your business has fallen off, do you think there has been the same proportion of shipping in the Thames of all sorts, as has been to be found there at other periods?—Yes, I think there has.

You think there has been, within the last three years, no diminution in the number of ships in the Thames?—Generally, I think there has been as many ships as there were before.

What do you mean by before?—Before the three years; before the fall-off.

Are you sure that within the last four or five years, there have not been more

Mr. Thomas Todd.

ships than there were before?—I cannot say to that, only to my own business, but we have not fitted so many.

The question was, whether you think there has been as brisk a navigation in the Thames, within the last three years, as there were in the three years preceding; has there been as many ships entered inwards and cleared outwards?—Yes, I think there has.

At no part of that period have you perceived any material diminution?—Within the last three or four years we have, owing to what I before stated, to no new ships building.

Has there or not, been a diminution in the course of the last three or four years, in the intercourse of shipping on the Thames; do you think as many ships have cleared outwards and entered inwards in the port of London, within the last three or four years, as within the three or four years preceding?—Yes, I think there may.

During the whole period?—During that period; I cannot speak exactly to that question.

You are a mast-maker?—I am.

Do you supply masts to the King's ships built in the Thames, as well as to others?—Very few.

Where do the masts come from that are supplied to the King's ships built in the Thames?—From North America principally.

By whom are they supplied?—By Government.

Do not you receive spars sometimes from the United States of America?—We do.

Of what quality are they?—Very good.

And you get them in considerable quantities, in time of peace?—I have never known any considerable quantities above 18 inches come here.

Mr. John Milner, Called in, and Examined by Mr. HARRISON.

Mr. John Milner.

I believe you are a mast and block-maker?—Yes.

Where do you live?—At Wapping Wall.

How long have you carried on the business of a mast and block-maker?—For myself, about eighteen years.

Do you supply all descriptions of ships, or principally larger vessels?—My principal employment is in the India shipping.

But you supply all description of vessels, the West Indiamen and ships in the general trade?—Yes, I do.

How many persons are you in the habit of employing in your trade?—Till within these three years, from four to five-and-twenty.

What number do you employ now?—About eleven, on the average.

Will you state to the Committee the reason of that falling-off?—It has been progressively falling off within the last three or four years, in consequence of our not having new ships building in the River to supply the places of those worn out in the service of the East India company.

That has already reduced your business from the employment of four or five-and-twenty, to about eleven?—It has.

Have the India-built ships that have arrived in the Thames, afforded you any considerable employment in your business?—Not equal to the ships that are in the regular service.

Have you been in the habit of supplying any thing to India, for the equipment of ships there?—Not these seven years.

What description of articles did you send out to India previous to that period?—Frequently suits of blocks for the ships building in India.

You say, within these seven years you have not sent any thing out to India?—They were not permitted to go, being warlike stores.

[*Committee.*]—And that is the reason you have not sent them?—That is the reason they could not go.

[*Mr. Harrison.*]—Were you in the habit of supplying blocks to the East India company as well as to private ships?—No; they were sent out by gentlemen who have the contract, Mr. Ferguson; I am acquainted with Mr. Ferguson, and therefore know what his business was; he supplies the Company with the blocks.

The same quantity have not been sent out from this country as formerly?—No.

Have you had opportunities of seeing the blocks made in India?—I have.

What

Mr. John Milner.

What is the quality of ships blocks made in India?—The shell of the blocks cannot be better; they are superior to the blocks we make, because we have not the same materials; but the shiver they have not the power of doing in the neat way we have at present, nor in the complete way.

Then you still make superior to them, as far as you have observed?—O yes.

Are the blocks that you have seen from India, from the observations that you have had the means of making, of a quality and description that will supersede the necessity of sending any out from this country?—From the observations I have been in the habit of making for the last ten years, having been in the habit of repairing the ships, I have no doubt, from the improvement they have made within that time, that they very shortly will be able to do them as well as ourselves.

And that with superior materials, as to one part of the block?—The material must go from this country or from America; it is lignum vitæ the shiver is made from.

Where do you get your lignum vitæ from, in this country?—It comes from Jamaica what we have.

Of what material is the outside the shell made?—Teak wood.

And that you consider superior to the elm, of which it is made here?—In point of its lasting, it is.

In what degree do you conceive the introduction of India-built ships, instead of ships built in Great Britain, will affect your business as a mast and block-maker?—In this way, that where I have been in the habit of employing five or six-and-twenty men, I should most likely only employ ten or twelve.

I have asked you principally hitherto as to blocks; you stated also that you are a mast-maker; where do you get your wood from for masts?—Principally, for the last seven years, from Quebec.

Of what quality is the Quebec fir, as compared with the fir that you used to get elsewhere?—Prior to that, they were generally made of the Riga mast, imported from the Baltic.

What is the quality of timber you have got from Quebec?—The Canadian pine does not split or fly from the heat of the climate so much as the Riga trees generally do.

Is the Canadian pine of a sufficient size to enable you to make masts of all descriptions?—We make them of pieces.

It is of a description, then, that enables you to make masts of all sizes?—O yes.

From the circumstance that you have stated of its standing warm climates better, do you consider the Canadian pine superior for masts?—We have found them in general to stand better?

Do you then consider them upon the whole superior for mast-making?—I think they are equally good—rather better.

Where do you get your spars from now?—They come principally from Norway.

Have you no spars from Canada?—Yes, but not the small description of spars, nothing under twelve inches diameter.

You bring nothing from Canada under twelve inches?—No.

Why do not you have any thing less than twelve inches, because I suppose Canada would furnish spars of any smaller size?—I fancy they cannot bring them, the expense is so much.

Then the inferior description of spars it is found cheaper to get from Norway?—From Norway and Sweden—principally from Norway.

What is the kind of spar that they bring principally from Canada and British America?—The small trees are called red pine.

Are the small description of trees and spars that are brought from America frequently used to fill up the stowage of vessels?—In a very small degree; the principal broken stowage is staves, which pay much better—staves for casks.

State shortly to the Committee what different descriptions of spars you have from America, and what description you still get from Norway and Sweden?—The spars that we get from America are principally confined to those which make the lower masts and yards, and the topmasts.

Those are what you principally have from British America?—Yes.

What description do you still have from Norway and Sweden?—Those which are employed in making the booms and the small yards, the top-gallant-yards and small yards.

With what masts are the ships built in India supplied?—Principally teak.

Mr. John Milner.

Are there any supplies of masts that go out from this country for ships built in India?—Only those sent by the Company.

With what masts are the greater part of the ships built in India that you have seen in the River furnished?—All teak; the lower masts and lower yards are principally teak.

The upper masts?—The topmasts are generally red pine, if they can get them, and the spars sent by the Company.

Do you know whether they have wood in India to make the smaller spars?—I have seen some of the minor spars made of teak and of poon.

Is the teak of a good quality for masts?—So good that I fancy they need but one suit, except in the accident of lightning.

How many voyages, on an average, do the masts made in the River go?—From two to three; they very rarely go a third voyage.

Have you supplied the Navy with spars and masts?—I have made them out of their own material; they seldom permit us to find the material; they send us the rough material.

And you make them with your workmen?—Yes.

If your establishment was lowered, that is a description of assistance you would not be able to give?—Certainly not.

[*Cross-examined by Mr. Grant.*]

How long has your establishment of men been reduced to eleven?—It has been decreasing gradually for about the last three years.

Do you mean to say, it has been decreasing progressively all that time, or has there been a sudden decrease of late?—The sudden decrease has been for the last nine months.

To what do you ascribe that greater rapidity of decrease?—For the last eighteen years, I have generally been engaged on one or two new ships, which have given employment to the number of people I have named; that not being the case for the last eighteen months, we have been obliged to discharge one half of them.

Of what wood do you generally make the shell of the block?—Of elm.

But the wheel of it is of lignum vitae?—Yes, and brass.

Do you make them altogether by the use of machinery?—I have a steam engine for the purpose.

There is very little manual labour?—We do it by steam, instead of horses.

Do you know whether the blocks are made by machinery in India?—By hand.

Should you conceive that a block can be made by hand in the same degree of perfection as by machinery?—I have no doubt of it; I have been in the habit of making blocks for the last seven years, and always, till within these last four years, did it by hand.

And were they equally good?—Yes.

Committee.]—And as cheap?—No.

Mr. *Grant.*]—They take infinitely more time and labour?—Yes.

The greater waste of time and labour, is an obstacle to their being made in the same perfection and in the same number?—Yes

I wish to ask, whether you supply blocks merely to ships in the River, or at the Outports?—Principally confined to the River.

Has the erection of the block-house at Portsmouth interfered with your supply to ships in the River?—No, it is confined to the ships in the King's yards; the whole of the navy is supplied from Portsmouth.

You say, that the Canadian pine does not split so much, from heat of climate, as the Riga wood?—No; it seems to agree with the hot climate much better.

Is teak wood particularly good to endure different climates?—It appears to me, that the climate does not affect it at all.

Then I should apprehend it is not given to splitting?—O no, by no means.

Though it is, as we understand, a strait grained wood, it is not given to splitting?—No, I never saw it; it was always a solid body, as I have seen it, in the different ships.

Do you consider that as a wood eminently adapted to make lower masts and the larger yards?—Excepting in the weight; the weight is against it: that is the only objection that I see to it.

Do you mean, that the weight is against it as to lower masts?—Yes, in its action on the ship.

Do

Mr. John Milner.

Do you know what the weight is, as compared to the Canadian pine?—I should think one-half.

Half as much again?—Yes.

Do you know the weight of teak, as compared with that of oak?—I do not.

Do you know, generally, whether it is heavier or lighter than oak?—Oh, it is heavier, I know.

Are you sure of that circumstance?—Yes.

Have you made any experiment upon it?—No, I have not.

When you say, you conceive teak to be half as weighty again as the Canadian pine, is it from any experiments you have made, or merely from guess?—No, it is merely from having ascertained the weight by heaving them up; the Quebec mast and the teak mast.

By means of machinery?—By means of a crane.

Do you consider the experiment so accurate as to enable you to pronounce it to be heavier, decisively?—I have no doubt, in my mind, of the weight of it being greater than that of Canadian timber. I believe I can explain that more fully; because, in the last season, there have been one or two of the teak ships dismasted in the East India Dock, and they have considered their masts to be so much more in weight, that they would not allow them to be dismasted by the machine, fearing it would put some of their work out of order; and therefore they have done it by sheers.

The spars, you say, of India-built ships, have generally been of wood sent from this country?—The minor spars.

Committee.]—Do you mean spars sent by the Company?—By the Company.

Mr. Harrison.]—You have stated your reason for knowing that masts made of teak are considerably heavier than other masts?—Yes.

Mr. Grant.]—Have you ever been in the habit of procuring spars from the United States?—Oh yes.

Frequently?—Yes.

[*Re-examined by Mr. Harrison.*]

You know that teak masts are heavier than pine masts?—Yes.

I understand you to have stated some comparison between teak and oak; have you made any experiment between teak and oak?—No.

Then all, in fact, you know is, that teak masts are considerably heavier than the pine masts?—Yes.

But you are not at all acquainted with the comparison of weight between teak wood and oak wood?—No.

[*Examined by the Committee.*]

Were the spars you have got from the United States of a description to make lower yards, topmasts, and topsail-yards?—I believe they were; but it is so long ago, that I do not recollect them.

Were they as good as you imported from Canada?—Not so good.

Have you ever bought any teak timber to work here for blocks?—No.

Is it to be bought here?—No, I believe not; I have made pumps of it, when it has been brought over in the private ships.

Does it require a large piece of timber to make the shell of a block?—No.

Do not you think the teak wood could be imported here to make blocks?—No, not at the same price.

Could you not do it if the duty was taken off?—I think we could make it better of elm; the teak is so hard to manufacture, you could not get it done for the same labour.

THE following ACCOUNTS, and PAPERS, were read:

(1.)—Number and Tonnage of Ships employed in His Majesty's Service; under the Transport Board - - - - - - - - - - - - - - - p. 75.

(2.)—Number of Hired Armed Vessels, with their Tonnage, employed in His Majesty's Service, under the Navy Board - - - - - - - - - - - - ibid.

(3.)—Number and Tonnage of Ships and Vessels built in Great Britain; also, in the Port of London; 1786—1814 - - - - - - - - - - - p. 76.

(4.)—Number and Tonnage of Prize Ships admitted to Registry, in Great Britain; 1793—1814 - - - - - - - - - - - - - - p. 77.

(5.)—Number and Tonnage of Ships launched in the Thames, for The East India Company; 1770—1812 - - - - - - - - - - - - - - p. 78.

(6.)—Number and Tonnage of Ships employed in the Trade with the East Indies and China; 1792—1813 - - - - - - - - - - - - - - p. 79.

(7.)—Number and Tonnage of Ships employed by The East India Company, in Voyages to and from India; when, and where built, &c.; 1793—1814 - - - - - - p. 80—84.

(8.)—Number and Tonnage of *Indian*-built Ships and Vessels (registered) annually employed in the Trade between Great Britain, India and China; 1794—1814 - - - - - p. 85.

(9.)—Number and Tonnage of Ships now building in British India and the adjacent Islands p. 86.

(10.)—Number and Tonnage of Ships built in Asia, which have been admitted to Registry in Great Britain; 1794—1814 - - - - - - - - - - - - ibid.

(11.)—Freight per Ton paid to the Owners of the last Five Ships built in England for the East India Company's Service - - - - - - - - - - - - p. 88.

(12.)—Freight per Ton agreed to be paid, by The East India Company, to the Owners of the Ships built in India, in 1813, for their Service - - - - - - - - p. 89.

(13.)—Outfit of new Ships, 1,200 Tons burthen; 1793—1813 - - - - - - p. 90.

(14.)—Outfit of new Ships, 800 Tons burthen; 1793—1813 - - - - - - p. 91.

(15.)—Oak Timber imported, in each year; 1794—1813 - - - - - - - p. 92.

(16.)—Masts and Spars imported, in each year; 1794—1813 - - - - - - p. 93.

(17.)—Hemp imported, in each year; 1793—1813 - - - - - - - - p. 94.

(18.)—Cordage exported to India, in each year; 1793—1813 - - - - - - ibid.

(19.)—Sail Cloth exported to India, in each year; 1793—1814 - - - - - p. 95.

(20.)—Iron exported to India, in each year; 1793—1813 - - - - - - ibid.

(21.)—Wrought or manufactured Iron exported to India, in each year; 1793—1813 - p. 96.

(22.)—Copper exported to India, in each year; 1793—1813 - - - - - - p. 97.

(23.)—Teak, and other Timber, imported into India; 1792—1812 - - - - - p. 98.

ACCOUNTS.

ACCOUNTS.

—(1.)—

Transport Office, 12th April 1814.

ACCOUNT of the Number and Tonnage of the SHIPS and VESSELS now employed in His Majesty's Transport Service.

	SHIPS.	TONS.
Transports on Monthly Pay - - - -	966	259,548
Engaged for the conveyance of Cargoes, or parts of Cargoes on Freight - - - -	51	15,127
	1,017	274,675

JP^T GEORGE. J. BOWEN. J. DOUGLAS.

—(2.)—

Navy Office, 19th April 1814.

AN ACCOUNT of the Number and Tonnage of the Hired Armed SHIPS and VESSELS now employed in His Majesty's Service.

	N°.	Tonnage.
ARMED SHIPS - - - - -	1	309
CUTTERS - - - - - -	22	2,233
TENDERS - - - - - -	6	911

E. BOUVERIE. ROB^T MIDDLETON. E. STEWART.

—(3.)—

RETURN to an Order,—for

An Account of the Number and Tonnage of SHIPS and VESSELS Built in GREAT BRITAIN, from the passing of the Act 26th Geo. III. cap. 60. to the 5th of January 1814; distinguishing each year.

YEARS ending the 5th January	Vessels built in Great Britain. Number.	Tonnage.
1788	935.	91,543.
1789	840.	73,379.
1790	620.	57,556.
1791	562.	56,676.
1792	617.	58,615.
1793	609.	65,861.
1794	618.	64,600.
1795	500.	53,954.
1796	525.	62,858.
1797	617.	84,647.
1798	605.	77,471.
1799	685.	78,623.
1800	672.	83,207.
1801	814.	114,617.
1802	888.	108,906.
1803	966.	114,288.
1804	1,096.	115,627.
1805	712.	79,892.
1806	715.	71,534.
1807	599.	58,606.
1808	620.	57,951.
1809	447.	46,657.
1810	*The Papers destroyed at the late Fire at the Custom House.*	
1811		
1812		
1813		
1814		

An Account of the Number and Tonnage of SHIPS and VESSELS Built in the Port of LONDON from the passing of the Act 26th Geo. III. cap. 60. to the 5th of January 1814; distinguishing each year, and distinguishing Ships built for the service of the East India Company.

YEARS ending the 5th January	Vessels built in the Port of London. Number.	Tonnage.	Vessels built for the service of the East India Company.
1788	61.	16,999.	The Inspector General has no official means of stating the number of Vessels built for the service of the East India Company.
1789	48.	8,534.	
1790	37.	8,280.	
1791	40.	9,743.	
1792	58.	6,673.	
1793	51.	11,003.	
1794	33.	4,986.	
1795	22.	1,971.	
1796	28.	7,122.	
1797	64.	22,315.	
1798	65.	20,342.	
1799	39.	6,763.	
1800	32.	4,830.	
1801	56.	19,973.	
1802	50.	5,845.	
1803	41.	15,129.	
1804	97.	15,994.	
1805	46.	5,987.	
1806	51.	6,694.	
1807	25.	3,113.	
1808	57.	2,876.	
1809	27.	4,602.	
1810	*The Papers destroyed at the late Fire.*		
1811			
1812			
1813			
1814			

Inspector General's Office,
Custom House, London,
19th April 1814.

An Account of the Number and Tonnage of SHIPS and VESSELS Built in the Port of LIVERPOOL, from the passing of the Act 26th Geo. III. cap. 60. to the 5th of January 1814; distinguishing each year.

YEARS ending the 5th January	Vessels built in the Port of Liverpool. Number.	Tonnage.
1788	44.	5,731.
1789	40.	5,139.
1790	26.	3,166.
1791	27.	4,737.
1792	18.	2,393.
1793	30.	3,509.
1794	18.	2,137.
1795	18.	2,655.
1796	12.	1,463.
1797	34.	5,175.
1798	20.	4,749.
1799	11.	2,201.
1800	24.	5,708.
1801	23.	4,430.
1802	27.	4,584.
1803	18.	2,761.
1804	19.	3,122.
1805	10.	2,165.
1806	25.	1,989.
1807	9.	1,787.
1808	7.	771.
1809	9.	610.
1810	*The Papers destroyed at the late Fire; but directions have been given to the Port to forward duplicate Returns.*	
1811		
1812		
1813		
1814		

WILLIAM IRVING,
Inspector Gen[l].

—(4.)—

RETURN to an Order,—for

An Account of the Number and Tonnage of PRIZE SHIPS admitted to Registry in Great Britain, from the 5th of January 1793 to the 5th January 1814.

On the 30th September	* PRIZE SHIPS, which had been admitted to Registry in all Parts of His Majesty's Dominions. Number.	Tonnage.
1792 - - -	609.	93,994.
1793 - - -	661.	97,969.
1794 - - -	917.	122,222.
1795 - - -	1,059.	142,363.
1796 - - -	1,208.	164,032.
1797 - - -	1,315.	182,056.
1798 - - -	1,669.	223,536.
1799 - - -	2,046.	269,401.
1800 - - -	2,256.	298,573.
1801 - - -	2,779.	369,563.
1802 - - -	2,827.	358,577.
1803 - - -	2,286.	307,370.
1804 - - -	2,533.	337,443.
1805 - - -	2,520.	339,763.
1806 - - -	2,564.	342,248.
1807 - - -	2,764.	377,519.
1808 - - -	3,222.	448,758.
1809 - - -	3,547.	493,327.
1810 - - -	3,903.	534,346.
1811 - - -	4,023.	536,240.
1812 - - -	3,899.	513,044.
1813 - - -	3,759.	518,439.

* The above Account includes the aggregate Number and Tonnage of Prize Ships existing on Register in *all Parts of His Majesty's Dominions*, from the commencement of the Account to the 30th September 1813.

Custom-House, London,
Office of the Register General of Shipping,
19 April 1814.

T. E. WILLOUGHBY,
Regr Genl.

— (5.) —

A RETURN of all the SHIPS launched in the River *Thames*, for the Service of The East India Company, in each year, from 1770 to 1812, with the Tonnage of each Ship; also, the Tonnage of the Ship now building.

		Tons.
1770	Colebrooke	716.
	Calcutta	771.
	Rochford	737.
	Grosvenor	741.
	Godfrey	729.
1771	Earl of Sandwich	804.
	Lord Holland	804.
	Lord North	777.
	London	738.
	Norfolk	716.
	Nassau	716.
	Osterley	775.
	Royal Henry	842.
	Royal Charlotte	855.
	Fox	778.
	Gatton	777.
1772	Alfred	758.
	Besborough	907.
	Duke of Kingston	723.
	Lord Mansfield	782.
	Marquis of Rockingham	824.
	Royal Captain	864.
	Stormont	723.
1773	Ceres	723.
	True Britan	779.
	York	799.
1774	Hillsborough	741.
1775	None.	
1776	None.	
1777	Earl of Mansfield	782.
	Glatton	773.
	Mount Stuart	770.
	Royal George	758.
	Royal Bishop	720.
	Royal Admiral	919.
	Southampton	758.
1778	Atlas	763.
	Earl Talbot	758.
	Earl of Oxford	758.
	General Barker	766.
	Ganges	784.
	Halsewell	776.
1779	Contractor	777.
	Earl of Dartmouth	799.
	London	836.
	Lascelles	824.
	Walpole	774.
1780	Asia	816.
	Belmont	769.
	Essex	799.
	Fortitude	775.
	Neptune	809.
	Northumberland	784.
	Osterley	775.
	Pigot	765.
	Ponsborne	804.
	Vansittart	828.
	Valentin	780.
1781	Busbridge	771.
	Deptford	784.
	Dutton	761.
	Duke of Athol	780.
	Earl of Hertford	807.
	Earl Chesterfield	810.
	Europa	772.
	Francis	789.
	Fairford	790.
	General Coote	787.
	Kent	783.
	Major	768.
	Montague	781.
	Rodney	772.
	Winterton	771.
	Warren Hastings	763.
1782	Barwell	796.
	General Goddard	799.
	General Elliott	800.
	Houghton	778.
	Hillsborough	764.
	Lord Macartney	769.
	Raymond	793.
	Sulivan	876.
1783	Berrington	816.
	Foulis	765.
	Lord Camden	775.
	Middlesex	852.
	Earl Cornwallis	774.
1784	Dublin	780.
	Duke of Montrose	762.
	King George	776.
1785	Bridgewater	799.
	Fort William	798.
	Manship	812.
	Phœnix	800.
	Queen	801.
	Rockingham	798.
	William Pitt	798.
	Worcester	798.
1786	Earl Fitzwilliam	803.
	Hawke	799.
	Henry Dundas	802.
	Lord Walsingham	561.
	Melville Castle	806.
	Minerva	798.
	Marquis of Lansdowne	647.
	Nottingham	1,152.
	Princess Royal	805.
	Princess Amelia	808.
	Rose	801.
	Thetis	804.
	Woodcot	892.
1787	Albion	961.
	Airly Castle	813.
	Boddam	1,021.
	Carnatic	1,169.
	Ceres	1,180.
	Prince William Henry	803.
	Triton	800.
	Lord Hawkesbury	803.
1788	Duke of Buccleugh	1,182.
	Ocean	1,198.
	Warley	1,175.
1789	Hindostan	1,248.
	Lord Thurlow	805.
	Royal Charlotte	1,252.
1790	Alfred	1,221.
	Canton	1,209.
	True Briton	1,209.
	Taunton Castle	1,209.
	Woodford	1,206.
1791	None.	
1792	Brunswick	1,244.
	Bombay Castle	1,254.
	Exeter	1,238.
	Glatton	1,256.
1793	None.	
1794	Arniston	1,416.
	Earl Howe	876.
1795	Cirencester	1,439.
1796	Ceres	1,430.
	Cuffnells	1,429.
	Earl of Abergavenny	1,460.
	Earl Talbot	1,428.
	Glatton	1,432.
	Henry Addington	1,432.
	Hindostan	1,463.
	Martha	406.
	Neptune	1,468.
	Princess Charlotte	610.
	Royal Charlotte	1,453.
	Tellicherry	465.
	Warley	1,460.
	Sir Stephen Lushington	608.
	Walmer Castle	1,460.
	Thames	1,432.
	Princess Mary	462.
1797	Admiral Gardner	815.
	Hope	1,471.
	Ganges	1,502.
	Coutts	1,451.
1798	Asia	819.
	Calcutta	819.
	Dover Castle	826.
	Lord Duncan	830.
	Preston	671.
	Walpole	823.
1799	Bengal	818.
	Castle Eden	818.
	City of London	820.
	Earl of St. Vincent	818.
	Hugh Inglis	821.
	Kent	824.
	Lady Burges	821.
	Lord Nelson	819.
	Marquis of Wellesley	818.
	Walthamstow	824.
1800	Dorsetshire	1,201.
	Henry Addington	1,262.
	Lady Jane Dundas	826.
	Ocean	1,273.
	Windham	823.
1801	Alnwick Castle	1,256.
	Baring	819.
	David Scott	1,276.
	Marquis of Ely	1,262.
	Marchioness of Exeter	820.
	Northampton	542.
	Perseverance	1,271.
	United Kingdom	820.
1802	Cumberland	1,260.
	Carmarthen	552.
	Devaynes	604.
	Experiment	549.
	Earl Camden	1,271.
	Elphinstone	1,274.
	Europe	824.
	Essex	1,257.
	Harriet	550.
	Huddart	547.
	Lord Castlereagh	812.
	Lady Castlereagh	821.
	Royal George	1,260.
	Union	550.
	Warren Hastings	1,276.
	Wexford	1,275.
1803	Ceylon	818.
	Lord Melville	818.
	Prince of Wales	820.
	Winchelsea	1,265.
1804	Devonshire	821.
	Jane Duchess of Gordon	822.
	Lord Keith	599.
	Metcalfe	819.
	Phœnix	818.
	Surrey	819.
1805	Streatham	819.
	William Pitt	819.
1806	Britannia	1,273.
1807	None.	
1808	Carnatic	822.
	Princess Amelia	1,275.
	Warren Hastings	1,000.
1809	Astell	820.
1810	Rose	955.
1811	Asia	958.
	Bengal	955.
	Cabaloa	1,257.
	Lowther Castle	1,427.
	Marquis of Huntley	1,279.
	Prince Regent	953.
1812	Bridgewater	1,276.
	General Harris	1,283.
	Marchioness of Ely	952.
	Marquis Camden	1,261.
	Marquis of Wellington	961.
	Princess Charlotte of Wales	978.
1813	Lady Melville	1,263

East India House,
the 11th March 1813.

J. MORICE,

—(6.)—

RETURN to an Order,—for

An Account of the Number of SHIPS, with the Amount of their Tonnage, employed in the Trade with the East Indies and China, in each Year, from 1792 to 1813, both inclusive.

YEARS:	Entered INWARDS. Ships.	Tons.	Cleared OUTWARDS. Ships.	Tons.
1792	28.	21,560.	38.	27,645.
1793	31.	25,900.	48.	39,529.
1794	41.	34,375.	40.	30,452.
1795	64.	46,299.	47.	34,719.
1796	53.	32,528.	78.	59,457.
1797	54.	35,397.	54.	43,170.
1798	72.	63,880.	43.	35,543.
1799	55.	40,056.	49.	43,952.
1800	64.	50,653.	70.	51,274.
1801	61.	51,660.	65.	52,306.
1802	91.	66,553.	70.	59,016.
1803	74.	59,295.	56.	50,482.
1804	47.	43,784.	63.	58,476.
1805	60.	54,400.	51.	42,650.
1806	41.	37,988.	63.	54,732.
1807	49.	38,229.	43.	40,619.
1808	58.	56,009.	52.	45,082.
1809	42.	38,814.	43.	42,015.
1810	68.	58,238.	55.	47,563
1811	48.	40,339.	58.	51,817.
1812	67.	58,724.	*The Documents destroyed at the late fire.*	
1813	66.	57,591.		

Custom-House,
London, 21st April, 1814.

WILLIAM IRVING,
Inspector General.

—(7.)—

A List of all SHIPS employed by the East India Company in Voyages to and from India, since the 10th of April 1793; distinguishing Regular from Extra Ships; and specifying the Names of the Ships, Builder's Measurement, when and where built, year when first engaged, number of Voyages completed or now performing, additional Voyages engaged for; and when worn out, discharged; or lost.

Year when first employed.	SHIPS NAMES.	Builder's Measurement. Tons.	When built.	Where built.	Number of Voyages originally engaged for.	Additional Voyages engaged for.	Number of Voyages completed; or now performing.	When worn out, discharged, or lost.
	REGULAR SHIPS.							
1775.	Britannia	770	1775	Bombay	Company's own Ship.	none	11	Lost on the coast of Brazil, 1st November 1805, outward bound on her 12th voyage.
1778.	Royal Admiral	919	1777	River Thames	6	2	8	Worn out, 1798.
—	Earl of Oxford	763	1778	D°	6	none	6	D° 1796.
1779	Ganges	784	1778	D°	6	d°	6	D° 1795.
—	London	836	1779	D°	6	1	7	D° 1799.
—	Walpole	774	1779	D°	6	1	7	D° —
1780	Lascelles	824	1779	D°	6	2	8	D° 1798.
—	Contractor	777	1779	D°	6	1	7	D° 1800.
—	Pigot	765	1780	D°	6	none	4	Taken at Bencoolen, 7th February 1794, on 5th voyage.
—	Ponsborne	804	1780	D°	6	d°	6	Worn out, 1795.
—	Osterley	775	1780	D°	6	1	7	D° 1800.
1781	Valentine	790	1780	D°	6	none	6	D° 1795.
—	Northumberland	784	1780	D°	6	d°	6	D° 1797.
—	Essex	799	1780	D°	6	d°	6	D° 1798.
—	Asia	816	1780	D°	6	d°	6	D° —
—	Dutton	761	1781	D°	6	d°	5	Lost on a voyage to the West Indies, in the service of Government, 1796.
—	Deptford	784	1781	D°	6	d°	6	Worn out, 1797.
—	Kent	784	1781	D°	6	d°	6	D° —
—	Warren Hastings	763	1781	D°	6	d°	6	D° —
1782	Francis	789	1781	D°	6	d°	6	D° 1796.
—	General Coote	787	1781	D°	6	d°	6	D° 1797.
—	Rodney	772	1781	D°	6	d°	6	D° 1796.
—	Europa	772	1781	D°	6	d°	6	D° 1798.
—	Busbridge	771	1781	D°	6	1	7	D° 1799.
—	General Goddard	799	1782	D°	6	none	6	D° 1798.
—	Houghton	778	1782	D°	6	d°	6	D° 1798.
1783	General Elliott	800	1782	D°	6	d°	6	D° 1795.
—	Barwell	796	—	D°	6	d°	6	D° 1796.
—	Hillsborough	764	—	D°	6	d°	6	D° 1798.
—	Lord Macartney	796	—	D°	6	d°	6	D° —
—	Sulivan	876	—	D°	6	d°	6	D° —
—	Raymond	793	—	D°	6	d°	5	Taken off Tellicherry, 20th April 1798, on 6th voyage.
—	Middlesex	852	1783	D°	6	d°	5	Lost homeward bound, on a voyage from the West Indies, in 1796, in the service of Government.
1784	Earl Cornwallis	774	—	D°	6	1 as an extra Ship	7	Worn out, 1800.
—	Lord Camden	775	—	D°	6	none	5	D° 1799.
—	Berrington	816	—	D°	6	d°	6	D° —
1785	King George	776	1784	D°	6	d°	6	D° 1798.
—	Dublin	786	—	D°	6	d°	6	D° 1800.
—	Duke of Montrose	762	—	D°	6	2	8	D° 1808.
—	Manship	812	1785	D°	6	1 as an extra Ship	7	D° 1803.
—	Fort William	798	—	D°	6	none	6	D° 1802.
1786	Pitt	775	1780	D°	1	5	6	D° 1798.
—	Bridgewater	799	1785	D°	6	none	6	D° 1799.
—	William Pitt	798	—	D°	6	d°	6	D° 1800.
—	Queen	801	—	D°	6	d°	4	Burnt at St. Salvador, 9th July 1800, outward bound on 5th voyage.
—	Rockingham	798	—	D°	6	1	7	Worn out, 1802.
—	Phœnix	800	—	D°	6	none	6	D° —
—	Worcester	798	—	D°	6	2	8	D° 1808.
1787	Woodcot	802	1786	D°	6	none	4	Taken off Tellicherry, 20th April 1798, on 5th voyage.
—	Princess Amelia	808	—	D°	6	d°	4	Burnt at Bombay, 5th April 1798, on 5th voyage.
	Earl Fitzwilliam	803	—	D°	6	d°	4	Burnt at Bengal, 23d February 1799, on 5th voyage.
	Marquis of Lansdown	647	—	D°	4	2	6	Worn out, 1800.

ar ien em- yed.	SHIPS NAMES.	Builder's Measurement. Tons.	When built.	Where built.	Number of Voyages originally engaged for.	Additional Voyages engaged for	Number of Voyages completed or now performing	When worn out, discharged, or lost.
	REGULAR SHIPS——*continued.*							
87	Rose	801	1786	River Thames	6	none	6	Worn out, 1800.
–	Earl of Wycombe	655	—	Liverpool	4	2	6	- D° - —
–	Thetis	804	—	River Thames	6	none	6	- D° - —
–	Minerva	798	—	- D° -	6	d°	6	- D° - —
–	Lord Walsingham	561	—	- D° -	4	2	6	- D° - 1801.
..	Hawke	799	—	- D° -	6	none	6	- D° - —
–	Henry Dundas	802	—	- D° -	6	d°	6	- D° - 1802.
–	Belvedere	987	—	Itchenor, Sussex	6	d°	6	- D° - —
–	Melville Castle	806	—	River Thames	6	1	7	- D° - —
–	Lord Hawkesbury	803	—	- D° -	6	2	8	- D° - 1808.
–	Nottingham	1,152	—	- D° -	6	2	8	- D° - 1810.
88	Ceres	1,180	1787	- D° -	6	none	3	Sold to Government, 1795.
–	Triton	800	—	- D° -	6	d°	3	Taken in Bengal River, 29th January 1796, on 4th Voyage.
–	Prince William Henry	803	—	- D° -	6	d°	6	Worn out, 1801.
–	Boddam	1,021	—	- D° -	6	d°	6	- D° - 1802.
–	Carnatic	1,169	—	- D° -	6	d°	6	- D° - —
–	Airly Castle	813	—	- D° -	6	2	8	- D° - 1808.
–	Albion	961	—	- D° -	6	2	8	- D° - 1810.
–	Sir Edward Hughes	957	1788	Bombay	Company's own Ship.	none	8	Sold to Government at Bombay, 3d April 1805, on her 9th voyage.
89	Ocean	1,189	—	River Thames	6	d°	3	Lost in the Straits of Allass, 1st February 1797, on her 4th voyage.
–	Duke of Buccleugh	1,182	—	- D° -	6	d°	6	Worn out, 1802.
90	Lord Thurlow	805	1789	- D° -	6	d°	6	- D° - 1802.
91	True Briton	1,209	1790	- D° -	6	2	8	Supposed to have foundered in the China Seas about the 29th September 1809, outward bound, on her 8th voyage.
–	Canton	1,209	—	- D° -	6	2	8	Worn out, 1811.
–	Alfred	1,221	—	- D° -	6	2	8	- D° - —
–	Woodford	1,206	—	- D° -	6	2	8	- D° - —
–	Taunton Castle	1,209	—	- D° -	6	3	9	- D° - 1812.
93	Earl of Abergavenny	1,182	1789	Harwich	6	none	2	Sold to Government, 1795.
–	Glatton	1,256	1792	River Thames	6	d°	1	- - - D°.
–	Brunswick	1,244	1792	- D° -	6	d°	5	Taken off Point de Galle, 11th July 1805, homeward bound on her 6th voyage.
–	Bombay Castle	1,254	—	- D° -	6	d°	6	Worn out, 1806.
–	Exeter	1,265	—	- D° -	6	2	8	- D° - 1811.
95	Arniston	1,433	1794	- D° -	6	2	8	- D° - 1813.
–	Earl Howe	876	—	- D° -	4	4	7	Lost in Bengal River, 4th August 1813, on her 8th voyage.
–	Cirencester	1,439	1793	- D° -	6	2	8	Worn out, 1813.
96	Good Hope	885	These Ships were Dutch Prizes, and it is not known when or where they were built.		2	none	2	Discharged, 1799.
–	Malabar	884			2	none	2	- D° - - 1800.
–	Henry Addington	1,432	1796	River Thames	6	none	1	Lost on Bembridge Ledge, 8th December 1798, on her 2d voyage, outward bound.
–	Princess Charlotte	610	—	- D° -	4	d°	3	Taken at Vizagapatam, 18th September 1804, on her 4th voyage.
–	Sir Stephen Lushington	608	—	- D° -	4	3 as an extra Ship	7	Worn out, 1811.
–	Cuffnells	1,429	—	- D° -	6	2	7	At home, having performed 7 voyages.
–	Glatton	1,432	—	- D° -	6	2	7	Abroad on her 8th voyage.
–	Walmer Castle	1,460	—	- D° -	6	2	7	- D° - - - D°.
–	Thames	1,432	—	- D° -	6	2	7	- D° - - - D°.
–	Royal Charlotte	1,453	—	- D° -	6	2	7	- D° - - - D°.
97	Earl Spencer	644	1795	- D° -	3	3 as an extra Ship	6	Worn out, 1811.
–	Earl Talbot	1,428	1796	- D° -	6	none	1	Supposed to have been lost in the China Seas, 22d October 1798, on her 2d voyage.
–	Hindostan	1,463	—	- D° -	6	none	3	Lost on the Wedge Sand in Queen's Channel, outward bound, 11th January 1803, on her 4th voyage.
–	Earl of Abergavenny	1,460	—	- D° -	6	d°	4	Lost on the Shambles, outward bound, 5th February 1805, on her 5th voyage.
–	Warley	1,460	—	- D° -	6	2	8	Abroad on her 8th voyage.
–	Neptune	1,468	—	- D° -	6	2	8	- D° - - - D°.
–	Ceres	1,430	—	- D° -	6	2	8	- D° - - - D°.
–	Ganges	1,502	1797	- D° -	6	none	3	Foundered off the Cape of Good Hope, 29th May 1807, homeward bound on her 4th voyage.
–	Admiral Gardner	815	—	- D° -	6	d°	5	Lost on the Goodwin Sand, 25th January 1809, outward bound on her 6th voyage.
–	Hope	1,471	—	- D° -	6	2	8	Abroad on her 8th voyage.

(*continued*)

Year when first employed.	SHIPS NAMES.	Builder's Measurement. Tons.	When built.	Where built.	Number of Voyages originally engaged for.	Additional Voyages engaged for.	Number of Voyages completed or now performing.	When worn out, discharged, or lost.
				REGULAR SHIPS—*continued.*				
1797	Coutts	1,451	1797	River Thames	6	2	8	Abroad on her 8th voyage.
1798	Walpole	823	1798	D°	6	none	4	Lost near Margate, 18th December 1808, homeward bound, on 5th voyage.
—	Calcutta	819	—	D°	6	d°	4	Supposed to have foundered between the 14th and 17th March 1809, homeward bound on her 5th voyage.
—	Dover Castle	836	—	D°	6	d°	6	Worn out, 1813.
—	Lord Duncan	830	—	D°	6	1	7	D°.
1799	Asia	819	—	Liverpool	6	none	4	Lost in the River Houghly, 1st June 1809, on her 5th voyage.
—	Preston	671	—	River Thames	6	d°	6	Worn out, 1812.
—	Charlton	818	1799	Liverpool	6	d°	5	Taken 18th November 1809, on her 6th voyage outward bound.
1800	Kent	824	—	River Thames	6	d°	—	Taken in the Bay of Bengal, 7th October 1800, outward bound on her first voyage.
—	Lady Burges	821	—	D°	6	d°	3	Lost near Cape de Verd Islands, 20 April 1806, outward bound on her 4th voyage.
—	Lord Nelson	819	—	D°	6	d°	4	Supposed to have foundered between 20th and 23d November 1808, on her 5th voyage homeward bound.
—	Bengal	818	—	D°	6	d°	4	D° between 14th and 17th March 1809, D° D°.
—	Castle Eden	818	—	D°	6	d°	6	Worn out, 1812.
—	Marquis of Wellesley	818	—	D°	6	d°	5	Lost in Bombay Harbour, 24th April 1813, on her 6th voyage.
—	Walthamstow	824	—	D°	6	d°	6	Worn out, 1813.
—	Earl of St. Vincent	818	—	D°	6	1	7	D°.
—	City of London	820	—	D°	6	none	6	D°.
—	Hugh Inglis	821	—	D°	6	d°	6	Abroad on her 6th voyage.
—	Lady Jane Dundas	826	1800	D°	6	d°	4	Supposed to have foundered between the 14th and 17th March 1809, homeward bound on her 5th voyage.
—	Ocean	1,273	—	D°	6	d°	4	Supposed lost in the China Seas, in September 1810, outward bound on her 5th voyage.
—	Dorsetshire	1,201	—	D°	6	d°	6	Abroad on her 6th voyage.
—	Henry Addington	1,262	—	D°	6	1	7	D° 7th D°.
1801	Windham	823	—	D°	6	none	4	Taken 3d July 1810, outward bound on her 5th voyage.
1802	United Kingdom	820	1801	D°	6	d°	3	D° 18th Nov. 1809, D° D°.
—	Alnwick Castle	1,256	—	D°	6	d°	6	Completed 6 voyages, 1813.
—	David Scott	1,276	—	D°	6	d°	6	D° D° D°.
—	Marquis of Ely	1,262	—	D°	6	d°	6	Abroad on her 6th voyage.
—	Perseverance	1,271	—	D°	6	d°	6	D° D° D°.
—	Baring	819	—	D°	6	d°	6	D° D° D°.
—	Marchioness of Exeter	820	—	D°	6	d°	6	D° D° D°.
1803	Warren Hastings	1,276	1802	D°	6	1	2	Taken homeward bound on her 2d voyage, the 21st June 1806; purchased from the Enemy in India, returned to England, and has since been engaged for one voyage.
—	Earl Camden	1,271	—	D°	6	none	3	Burnt at Bombay, 24 July 1810, on her 4th voyage.
—	Royal George	1,260	—	D°	6	d°	5	At home.
—	Lord Castlereagh	812	—	D°	6	d°	4	D°.
—	Europe	824	—	D°	6	d°	5	Abroad on her 5th voyage.
—	Lord Melville	818	1803	D°	6	d°	5	D° D° D°.
—	Essex	1,257	1802	D°	6	d°	5	D° D° D°.
—	Cumberland	1,260	—	D°	6	d°	6	D° on her 6th voyage.
—	Elphinstone	1,274	—	D°	6	d°	6	D° D° D°.
—	Wexford	1,271	—	D°	6	d°	6	D° D° D°.
—	Lady Castlereagh	821	—	D°	6	d°	5	Proceeding on her 6th voyage.
—	Ceylon	818	1803	D°	6	d°	3	Taken 3d July 1810, outward bound on her 4th voyage.
—	Prince of Wales	820	—	D°	6	d°	—	Supposed to have been lost 24th May 1804, on her 1st voyage homeward bound.
1804	Winchelsea	1,265	—	D°	6	d°	6	Abroad on her 6th voyage.
1805	Jane, Duchess of Gordon	822	1804	D°	6	d°	1	Supposed to have foundered between 14th and 17th March 1809, homeward bound on her 2d voyage.
—	Phœnix	818	—	D°	6	d°	3	Proceeding on her 4th voyage.
—	Metcalfe	819	—	D°	6	d°	5	Abroad on her 5th D°.

Year when 1st employed.	SHIPS NAMES.	Builder's Measurement. Tons.	When built.	Where built.	Number of Voyages originally engaged for.	Additional Voyages engaged for.	Number of Voyages completed or now performing	When worn out, discharged, or lost.
	REGULAR SHIPS—*continued.*							
1805	Surrey	819	1804	River Thames	6	none	4	Proceeding on her 5th voyage.
—	Devonshire	821	—	Do	6	do	5	Abroad on her 5th Do.
—	William Pitt	819	1805	Do	6	do	4	Do Do 4th Do.
—	Streatham	819	—	Do	6	do	4	Do Do 4th Do.
1807	Surat Castle	1,149	1790	Surat	4	do	4	Sailed on her 4th voyage 1814; engaged for 4 voyages only.
—	Scaleby Castle	1,242	1798	Bombay	4	do	4	Do Do 4 Do Do. 4 Do.
—	Britannia	1,273	1800	River Thames	Company's own Ship.	do	1	Lost on the Goodwin Sands, 25 January 1809, on her 2d voyage outward bound.
1808	Warren Hastings	1,000	1808	Do	6	do	2	Proceeding on her 3d voyage.
1809	Carnatic	822	—	Do	6	do	3	Abroad on her 3d voyage.
—	Princess Amelia	1,275	—	Do	6	do	3	Do Do Do.
1810	Thomas Grenville	886	—	Bombay	Company's own Ship	do	3	Do Do Do.
—	Astell	820	1809	River Thames	6	do	3	Do Do Do.
—	Bombay	1,242	—	Bombay	6	do	3	Do Do Do.
1811	Rose	955	1810	River Thames	6	do	2	Do Do 2d voyage.
—	Charles Grant	1,274	—	Bombay	6	do	2	Do Do Do.
—	Lowther Castle	1,427	1811	River Thames	6	do	2	Do Do Do.
—	Cabalva	1,257	—	Do	6	do	2	Do Do Do.
1812	Coldstream	693	1810	Do	1	do	1	Engaged for one voyage only, and arrived 1813; since engaged for one voyage as an extra Ship, and proceeding 1814.
—	Fairlie	698	—	Bengal	1	do	1	Engaged for one voyage only, and now abroad.
—	Inglis	1,298	—	Prince of Wales's Island	6	do	1	Abroad on her 1st voyage.
—	Asia	958	1811	River Thames	6	do	2	Do Do 2d Do.
—	Marquis of Huntly	1,279	—	Do	6	do	2	Do Do 2d Do.
—	Bengal	955	—	Do	6	do	1	Proceeding on her 2d Do.
—	Prince Regent	953	—	Do	6	do	1	Do Do 2d Do.
—	Marchiones of Ely	952	1812	Do	6	do	1	Do Do 2d Do.
—	Broxbornebury	708	—	Do	1	do	1	Engaged for one voyage, and arrived 1813.
—	Apollo	652	—	Hull	1	do	1	Do Do and now abroad.
—	Princess Charlotte of Wales	978	—	River Thames	6	do	1	Abroad on her 1st voyage.
—	General Harris	1,283	—	Do	6	do	1	Do Do 1st Do.
—	Marquis Camden	1,261	—	Do	6	do	1	Do Do 1st Do.
1813	Bridgewater	1,276	—	Do	6	do	1	Do Do 1st Do.
—	Atlas	1,267	—	Paul near Hull	6	do	1	Do Do 1st Do.
—	Marquis of Wellington	961	—	River Thames	6	do	1	Do Do 1st Do.
—	Lady Melville	1,263	1813	Do	6	do	1	Do Do 1st Do.
1814	Castle Huntly	1,311	—	Bengal	6	do	1	Do Do 1st Do.
	EXTRA SHIPS.							
1795	Princess of Wales	405	1795	Stockton	2	none	2	Discharged 1797.
—	Bellona	456	—	Do	2	do	2	Do 1798.
—	Isabella	459	—	Do	2	do	2	Do Do
1796	Martha	406	1796	River Thames	4	do	—	Lost on her 1st voyage in Bengal River, 10th August 1797.
—	Tellicherry	465	—	Do	4	do	4	Discharged 1803.
—	Princess Mary	462	—	Southampton	4	do	4	Do 1804.
1797	Friendship	407	1794	River Thames	1	do	1	Do 1798.
—	Pursuit	393	1795	Newcastle	1	do	1	Do Do
—	Queen	484	—	Quebec	1	do	1	Do 1799.
—	Varunna	526	1796	Bengal	1	do	1	Do Do
—	Auspicious	404	unknown	Unknown	1	do	—	Burnt in India on her 1st voyage.
—	Albion	430	do	Do	1	do	1	Discharged 1798.
—	Mildred	400	do	Do	1	do	1	Do 1799.
—	Northumberland	403	do	Do	1	do	1	Do Do
—	Euridyce	444	1797	Chester	1	do	1	Do Do
1798	Caledonian	612	1794	River Thames	1	1	2	Do 1803.
—	Sarah Christiana	557	1798	Do	1	4	5	Do 1810.
—	Alligator	344	unknown	Unknown	1	none	1	Do 1800.
—	Phœnix	592	do	Do	1	do	1	Do Do
—	Orpheus	384	do	Do	1	do	1	Do Do
—	Coverdale	561	do	Do	1	do	1	Do 1800.
—	Ocean	461	do	Do	1	do	1	Do Do
—	Thames	746	do	Do	1	do	1	Do Do
1800	Herculean	608	1799	South Shields	1	1	2	Do 1804.
—	Skelton Castle	583	1800	River Thames	2	4	3	Supposed to have been lost off the Cape, December 1806, on 4th voyage.

Year when first employed.	SHIPS NAMES.	Builder's Measurement. Tons.	When built.	Where built.	Number of Voyages originally engaged for.	Additional Voyages engaged for.	Number of Voyages completed or now performing.	When worn out, discharged, or lost.
	EXTRA SHIPS—*continued*.							
1800	Travers	576	1800	River Thames	1	4	3	Lost on passage to Bengal, 7th November, 1808, on 4th voyage.
1801	Comet	529	—	- D° -	1	6	2	Was taken 160 leagues N° of Madeira, the 1st July, 1803, on her second voyage; was afterwards engaged for one voyage the 8th January 1805, and was discharged 1807.
—	Monarch	609	—	Quebec - -	1	4	5	Discharged 1812.
—	Elizabeth	609	1801	Liverpool -	1	none	1	- D° - 1802.
—	Sovereign	617	—	River Thames	1	5	6	- D° - 1813.
—	General Stuart	607	—	- D° -	1	6	6	Abroad on her 6th voyage.
—	Ann	508	—	- D° -	1	6	5	Proceeding on her 6th D°
—	Northampton	542	—	- D° -	1	6	7	Abroad on her 7th D°
1802	Minerva	560	1786	Bombay - -	1	none	1	Discharged 1803.
—	Culland's Grove	576	1802	Whitby - -	6	d°	-	Taken 22d July 1803, on her 1st voyage.
—	Admiral Aplin	558	—	South Shields	6	d°	1	D° 3d January 1804, in North Latitude 0° 50″ East Longitude 92° 0″ on her second voyage.
—	Fame	492	—	Bristol - -	6	d°	2	D° 24th September 1806, in North Latitude 9° 10″ East Longitude 76° 0″ 3d D°
—	Sir William Bensley	547	—	Ipswich - -	6	d°	6	Discharged 1813.
—	Lord Eldon	538	—	South Shields	6	d°	5	Abroad on her 5th voyage.
—	Tottenham	517	—	Stockton -	6	d°	6	- D° - - 6th D°
—	Devaynes	604	—	River Thames	6	d°	6	- D° - - 6th D°
1803	Experiment	549	—	- D° -	8	d°	3	Supposed to have foundered between 20th and 23d November, 1808, in South Latitude 10° 0″ East Longitude 91° 0″ on her 4th voyage.
—	Glory	502	—	Lymington -	6	d°	3	- D° - D° - D° - D° - D°
—	Harriet	550	—	River Thames	8	d°	5	Burnt at Calcutta, the 14th October, 1812, on her 6th voyage.
—	Carmarthen	552	—	- D° -	8	d°	6	Abroad on her 6th voyage.
—	Huddart	547	—	- D° -	8	d°	6	- D° - - D°
—	Union	550	—	- D° -	8	d°	6	- D° - - D°
—	Tigris	527	—	Newcastle -	6	d°	5	Proceeding on her 6th voyage.
—	Euphrates	596	1803	- D° -	6	d°	4	Lost off Ceylon, 1st January 1813, on her 5th voyage.
1804	Ocean	532	1802	Quebec - -	5	d°	5	Abroad on her 5th voyage.
—	Alexander	614	1804	Liverpool -	6	d°	6	- D° - - 6th D°
—	Indus	567	—	Newcastle -	6	d°	5	Proceeding on her 5th D°
—	Lord Keith	599	—	River Thames	6	d°	6	Abroad on her 6th D°
1805	Diana	605	1799	- D° -	3	1	4	- D° - - 4th D°
—	Union	723	1800	Calcutta - -	4	1	5	- D° - - 5th D°
—	Retreat	505	1801	Topsham -	1	4	5	- D° - - 5th D°
—	Northumberland	637	1804	Newcastle -	6	- -	4	- D° - - 4th D°
—	Sir William Pulteney	565	—	Calcutta - -	6	- -	5	- D° - - 5th D°
1809	William Pitt	572	1803	Liverpool -	1	2	3	- D° - - 3d D°
—	Lady Lushington	594	1805	Bucklershard	1	2	3	- D° - - 3d D°
1810	Juliana	498	1792	Bengal - -	1	1	2	Discharged 1813.
—	Tyne	462	1807	River Thames	1	- -	1	- D° - 1811.
—	Batavia	555	1801	Topsham -	1	1	2	Abroad on her 2d voyage.
—	Larkins	637	1808	Bengal - -	1	2	2	Proceeding on her 3d D°
—	Midas	414	1809	Hull - - -	1	- -	1	Discharged 1811.
—	Hebe	413	—	- D° -	1	- -	1	D° - - D°
1811	Cambridge	759	1799	Calcutta - -	1	- -	1	D° - - 1812.
—	David Scott	736	1801	Bombay - -	1	1	2	Abroad on her 2d voyage.
—	James Sibbald	647	1803	- D° -	1	1	2	- D° - - D°
—	Lord Forbes	513	1804	Chester - -	1	1	2	- D° - - D°
—	Baring	756	1805	Bengal - -	1	- -	1	Discharged 1812.
—	Minerva	534	—	Lancaster -	1	1	2	Abroad on her 2d voyage.
—	Moffatt	776	1807	Bengal - -	1	1	2	- D° - - D°
—	Harleston	528	1811	Ipswich - -	1	- -	1	Discharged 1812.
—	Charles Mills	563	—	Chester - -	1	1	2	Abroad on her 2d voyage.
1812	Sir Godfrey Webster	519	1799	River Thames	1	- -	1	- D° - - 1st D°
—	Lady Carrington	564	1808 Rebuilt	Bristol - -	1	1	1	Proceeding on her 2d D°
—	Chapman	542	1811	Whitby - -	1	- -	1	Discharged 1813.

N. B.—The Ships described as worn out are those which were built for the Company's Service, and have completed their contracted number of Voyages; but a great number of them have been since employed as Transports, and in the West India and other Trades.

East India House,
21st April 1814.

J. MORICE.

—(8.)—

An Account of the INDIAN-BUILT SHIPS and VESSELS (registered) which have been annually employed in the Trade between Great Britain, India, and China respectively; distinguishing each, from 1794 to 1814, both inclusive; distinguishing the Ships employed in the East India Company's Regular Trade to India and China, from those employed in the Private Trade.

YEARS of Employment.	SHIPS NAMES.	TONNAGE.	INDIA or CHINA.
	REGULAR SHIPS.		
1796	Sir Edward Hughes	957.	India.
	Britannia	770.	D°.
1798	Sir Edward Hughes	957.	D°.
	Britannia	770.	D°.
1800	Sir Edward Hughes	957.	D°.
1801	Sir Edward Hughes	957.	D°.
	Britannia	770.	D°.
1803	Britannia	770.	D°.
	Sir Edward Hughes	957.	D°.
1804	Britannia	770.	D°.
1806	Scaleby Castle	1,242.	China.
	Surat Castle	1,149.	D°.
1808	Scaleby Castle	1,242.	D°.
1809	Bombay	1,242.	D°.
	Surat Castle	1,149.	D°.
	Thomas Grenville	886.	India.
1810	Charles Grant	1,274.	China.
	Scaleby Castle	1,242.	D°.
1811	Surat Castle	1,149.	D°.
	Bombay	1,242.	D°.
	Thomas Grenville	886.	India.
	Fairlie	698.	D°.
1812	Inglis	1,298.	China.
	Charles Grant	1,274.	D°.
1813	Castle Huntly	1,257.	D°.
	Bombay	1,242.	D°.
	Scaleby Castle	1,242.	D°.
	Surat Castle	1,149.	D°.
	Thomas Grenville	886.	D°.
	EXTRA SHIPS.		
1796	Varuna	526.	India.
1801	Minerva	560.	D°.
1804	Union	723.	D°.
	Sir William Pulteney	565.	D°.
1806	Union	723.	D°.
	Sir William Pulteney	565.	D°.
1808	Union	723.	D°.
	Sir William Pulteney	565.	D°.
1809	Juliana	498.	D°.
	Larkins	637.	D°.
1810	Union	723.	D°.
	Cambridge	759.	D°.
	Sir William Pulteney	565.	D°.
	James Sibbald	647.	D°.
	David Scott	736.	D°.
	Moffatt	776.	D°.
	Baring	756.	D°.
1811	Larkins	637.	D°.
	Juliana	498.	D°.
1812	Sir William Pulteney	565.	D°.
	Moffatt	776.	D°.
	Union	723.	D°.
	David Scott	736.	D°.
	James Sibbald	647.	D°.
1813	Larkins	637.	D°.

The above Account includes all the Indian-built Ships which have been employed in the Company's egular Trade, and also the Ships employed for the Conveyance of Tonnage for Individuals.

East India House,
21st April 1814.

J. MORICE.

—(9.)—

RETURN to an Order,—for

AN Account of the Number of SHIPS and their Tonnage, now building in BRITISH INDIA, and the adjacent Islands, distinguishing those engaged by the Company for their Service, from those which are building for private persons.

THERE are not any Ships now building in British India, engaged by the East India Company for their Service; three Ships of about 1,250 Tons, built in 1813, are now on their passage home.

There are no documents in the East India House, to ascertain the number of Ships which are building in British India for private persons.

East India House,
21st April 1814.

J. MORICE.

—(10)—

A Return of all the SHIPS and VESSELS built in ASIA, which have been admitted to Registry in Great Britain, from 1st January 1794 to 5th April 1814, with the Name and Tonnage of each Ship and Vessel; and distinguishing the Countries and Places where built, and when admitted to British Registry.

SHIPS NAMES.	Where built.	Date of Registry.	TONNAGE.
Marquis Cornwallis	Calcutta	September 23 - 1794	654
Sparrow	Bombay	February - 15 - 1796	147
Britannia	D°	June - 20 - —	500
Charlotte	Bengal	July - 18 - —	269
Nonsuch	Calcutta	August - 8 - —	483
Harriet	D°	- - 11 - —	373
Abercromby	D°	- - 26 - —	615
Berwick	D°	- - 29 - —	420
Eliza Ann	D°	- - 31 - —	459
Warren Hastings	D°	September 7 - —	450
Surat Castle	Bombay	- - 28 - —	1,139
Royal Charlotte	D°	October - 4 - —	677
Anna	Calcutta	September 27 - —	684
Carron	Bombay	November 23 - —	1,072
Anna	D°	- - 24 - —	899
Lady Shore	Calcutta	January - 19 - 1797	482
Cecilia	Bombay	February - 17 - —	478
Bangalore	Calcutta	- - - - -	291
Gabriel	D°	- - 25 - —	867
Varuna	D°	May - 11 - —	548
Cornwallis	Bombay	- - 12 - —	716
Caledonia	Calcutta	- - 16 - —	808
Minerva	Bombay	April - 14 - 1798	558
Exeter	Calcutta	July - 23 - —	503
Highland Chief	D°	August - 14 - 1799	462 $\frac{64}{94}$
Calcutta	D°	- - 29 - —	768 $\frac{90}{94}$
Shaw Ardasher	Bombay	- - 31 - —	860 $\frac{52}{94}$
Sealeby Castle	D°	October - 11 - —	1,237 $\frac{7}{94}$
Armenia	Calcutta	November 16 - —	518 $\frac{79}{94}$
Cuvera	D°	- - 27 - —	935 $\frac{68}{94}$
Wellesley	D°	January - 3 - 1800	802 $\frac{54}{94}$
Bellona	D°	- - 10 - —	577 $\frac{52}{94}$
Seringapatam	Bombay	April - 16 - —	357 $\frac{22}{94}$
Sarah	D°	- - 24 - —	935 $\frac{4}{94}$
Cartier	D°	November 11 - —	391 $\frac{42}{94}$
Duke of Bronti	Calcutta	- - 17 - —	165 $\frac{48}{94}$
Admiral Rainier	D°	January - 5 - 1801	886 $\frac{88}{94}$

SHIPS NAMES.	Where built.	Date of Registry.	TONNAGE.
Porcher	Calcutta	January 21 1801	772 72/94
Juliana	D°	December 14 —	502 79/94
Aurora	D°	February 4 1802	560 85/94
Lucy and Maria	D°	26 —	753 60/94
Countess of Sutherland	D°	April 7 —	1,509 1r/94
Marian	D°	17 —	350 8/94
Hope	D°	May 3 —	562 36/94
Union	D°	31 —	748 38/94
Arian	D°	July 2 —	344 57/94
Clyde	D°	August 5 —	600
Medway	Fort William	September 24 —	192 5/94
Althea	Calcutta	November 25 —	810 5/94
Ruby	D°	January 26 1804	271 44/94
Mangles	D°	May 16 —	574 58/94
Sir Wm Pulteney	D°	November 28 —	609 53/94
Star	D°	September 11 1805	119 68/94
Matilda	D°	January 2 1806	762 50/94
Hope	D°	March 15 —	301 64/94
Margaret	D°	August 6 —	275 9/94
Fortitude	D°	April 20 1808	477 40/94
Lord Castlereagh	Bombay	March 22 1810	808 75/94
General Wellesley	Calcutta	May 3 —	430 80/94
Cambridge	D°	30 —	768 60/94
Fort William	D°	June 9 —	1,236 26/94
Providence	D°	July 9 —	649 84/94
Larkins	D°	August 15 1811	676 65/94
William	Bombay	September 25 —	421 26/94
Fairlie	Calcutta	November 27 —	755 67/94
Emma	D°	February 20 1812	463 17/94
Thomas Grenville	Bombay	March 5 —	923 54/94
Woodbridge	Calcutta	28 —	479 57/94
Ganges	D°	June 27 —	400 11/94
Caroline	D°	July 3 —	442 78/94
Moffat	D°	16 —	750 81/94
Charles Grant	Bombay	November 11 —	1,252 2/94
David Scott	D°	February 12 1813	773 33/94
Barrosa	Calcutta	12 —	729 74/94
James Sibbald	Bombay	17 —	667 56/94
Baring	Calcutta	24 —	753 6/94
Cornwall	D°	April 13 —	859 28/94
Genl Hewett	D°	14 —	960 52/94
Hannah	Bombay	September 16 —	466 59/94
Java	Calcutta	October 7 —	1,175 19/94
Bombay	Bombay	8 —	1,279 67/94
Severn	Calcutta	26 —	571 65/94
Hindostan	D°	November 4 —	604 28/94
Castle Huntley	D°	16 —	1,353 46/94
Regent	D°	December 4 —	939 24/94
Countess Harcourt	Prince Edwds Island	March 23 1814	517 74/94
Cambrian	Bombay	31 —	720 25/94

Custom House, London,
Office of the Register General of Shipping.
April 23 1814.

T. E. WILLOUGHBY
Regr Genl.

—(11.)—

An Account of the FREIGHT, per Ton, paid to the Owners of the last five Ships built in England, for the East India Company's Service.

SHIPS NAMES.	Permanent Peace Freight for each Voyage.		Allowance for War Building paid upon the Ship's Arrival at Gravesend, on her 1st Voyage outwards.
	With Kintledge.	Without Kintledge.	
Marquis of Huntly - engaged for 6 Voyages	£. 20. 9. —	£. 21. 9. —	£. 5. 19. —
Cabalva - - - - - - d° - -	19. 15. —	20. 15. —	7. — —

The Owners of the above-mentioned Ships delivered, with their tenders, a Scale of the Peace-Prices, Building and Stores, upon which the demand for the Peace Freight was calculated.

In the event of War, or preparations for Hostilities, when the Ships proceed on each Voyage respectively, the War Contingencies to be settled and allowed by the Court of Directors, according to the circumstances of the times; in computing which the standard at which the Ships are tendered, compared with the War Prices when the Ships are proceeding on each Voyage, will regulate the Settlement.

SHIPS NAMES.	Permanent Peace Freight for each Voyage.		Allowance for War Building paid upon the Ship's arrival at Gravesend, on her 1st Voyage.
	With Kintledge.	Without Kintledge.	
General Harris - - engaged for 6 Voyages	£. 17. 7. —	£. 18. 7. —	£. 6. 13. —
Bridgewater - - - - - d° - -	17. 7. —	18. 7. —	6. 13. —
Atlas - - - - - - d° - -	18. 5. —	19. 5. —	5. 19. —

The above-mentioned Rates of Freight are calculated upon the following Amount of Outfit; viz.

First Voyage, including Hull - - - - -	£. 42,300.
Second d° - - d° - repairs - - - - -	10,900.
Third d° - - d° - d° - - - - - -	12,800.
Fourth d° - - d° - d° - - - - - -	17,200.
Fifth d° - - d° - d° - - - - - -	12,400.
Sixth d° - - d° - d° - - - - - -	12,900.

In the event of the Outfit for a Ship of about 1,200 Tons, by an Estimate prepared by the Company's Master Attendant, and approved by the Court of Directors, being higher in any Season in which the Ships are proceeding on each Voyage respectively, the difference, exclusive of the increased expense of building, on the first Voyage, is to be allowed the Owners, whether in Peace or War; such difference to be paid in the same manner as similar allowances are now made to the Owners of the Regular Ships for increase of outfit in time of War.

In the event of the Outfit being lower in any season by the Master Attendant's Estimate, approved by the Court of Directors, than the Outfits before-mentioned, upon which the permanent Freight is calculated for the Voyage the Ship may be proceeding, a proportionate reduction is to be made from the said Rate of Freight, and allowed to the Company accordingly.

In the event of hostilities or preparations for hostilities, when the Ships are to proceed on each Voyage respectively, such allowances, exclusive of increase of Outfit and Repairs, are to be made to the Owners, as shall be settled by the Court of Directors, according to the circumstances of the times.

East India House,
21st April 1814.

J. MORICE.

— (12.) —

An Account of the FREIGHT per Ton, agreed to be paid by the East India Company to the Owners of the Ships built in India in 1813, for their Service.

SHIPS NAMES.	Permanent Rates of Freight, per Ton, for each Voyage.	
	with Kintledge.	without Kintledge.
Herefordshire - - - engaged for 6 Voyages - -	£. 17. 17. —	£. 19. — —
Vansittart - - - - - d° - 6 - d° - - -	16. 17. —	17. 17. —
General Kyd - - - - - d° - 6 - d° - - -	19. 5. —	20. 5. —

The above-mentioned Rates of Freight are calculated upon the following amount of Outfit; viz.

First Voyage - - -	including the Hull - - -	£. 42,300.
Second Voyage - - -	d° - Repairs - - -	10,900.
Third Voyage - - - -	d° - - d° - - - -	12,800.
Fourth Voyage - - -	d° - - d° - - - -	17,200.
Fifth Voyage - - - -	d° - - d° - - - -	12,400.
Sixth Voyage - - - -	d° - - d° - - - -	12,900.

In the event of the Outfit for a Ship of about 1,200 Tons, by an Estimate prepared by the Company's Master Attendant, and approved by the Court of Directors, being higher in any Season in which the Ships are proceeding on each Voyage respectively; the difference, exclusive of the increased expense of building on the first Voyage, is to be allowed the Owners whether in Peace or War; such difference to be paid in the same manner as similar Allowances are now made to the Owners of the Company's Regular Ships, for increase of Outfit in time of War.

In event of the Outfit being lower in any Season, by the Master Attendant's Estimate, approved by the Court of Directors, than the Outfits before-mentioned, upon which the Permanent Freight is calculated for the Voyage the Ships may be proceeding, a proportionate reduction is to be made from the said Rate of Freight, and allowed the Company accordingly.

The Freight to be paid the Owners for the Voyage to England, if loaded on the Company's account, or the privilege to be granted the Owners of loading the Ships on their own account, is to cover the extra expense of building in time of War.

In the event of hostilities, when the Ships are to proceed on each Voyage respectively, or preparations for hostilities, such Allowances, exclusive of increase of Outfit and Repars, are to be made to the Owners, as shall be settled by the Court of Directors, according to the circumstances of the times.

East India House,
the 21st April 1814.

J. MORICE.

—(13.)—

An Account of the OUTFIT of a new SHIP of 1,200 Tons burthen, from the Year 1793 to the Year 1813; distinguishing the Rate of Building per Ton, the Amount of the Cost of Sails, of Cables and Cordage, of Masts and Yards, of Copper Work, and of other Articles forming the Total Cost.

YEAR.	Rate of Building, per ton, including Iron Work.	Amount of the Cost of,					Total Cost and Outfit, including the Amount of Building.
		Sails.	Cordage and Cables.	Masts and Yards.	Copper Work.	Sundry Articles.	
1793							
1794	In these Years no Estimates were formed for the above Class of Ships.						
1795							
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1796	17 16 6	1,546 — —	3,990 — —	1,437 — —	2,347 — —	11,075 4 —	41,785 4 —
1797	17 6 —	1,543 18 —	3,270 — —	1,661 — —	2,374 5 5	11,375 8 4	40,984 11 9
1798	17 5 —	1,543 18 —	2,790 — —	1,678 — —	2,374 5 5	11,391 3 —	40,477 6 5
1799	16 6 6	1,701 18 —	3,270 — —	2,180 — —	2,566 18 —	11,623 16 6	40,932 12 6
1800	19 9 6	1,816 10 —	4,290 — —	2,291 — —	3,142 4 11	11,934 — 3	46,843 15 2
1801	22 2 —	1,833 17 —	3,430 — —	2,865 — —	3,183 17 —	12,314 15 4	50,147 9 4
1802	22 3 6	1,942 12 8	3,565 — —	2,716 13 4	3,104 19 7	11,346 13 4	49,285 18 11
1803	23 — —	1,942 12 8	3,970 — —	2,725 — —	3,261 16 9	12,121 3 9	51,620 13 2
1804	21 — —	1,942 12 8	4,613 16 —	2,869 11 —	3,605 16 9	12,578 5 9	50,810 2 2
1805	31 17 6	2,250 — —	4,976 16 —	2,863 3 —	4,881 6 2	14,393 17 10	67,615 3 —
1806	28 13 4	2,200 — —	5,194 12 —	3,000 — —	4,459 7 2	13,814 19 8	63,068 18 10
1807	27 10 —	2,300 — —	5,505 — —	3,722 — —	3,822 13 —	13,509 8 —	61,859 1 —
1808	27 10 —	3,000 — —	7,412 12 —	3,909 — —	3,087 6 —	14,171 15 —	64,580 13 —
1809	26 — —	3,000 — —	7,267 8 —	3,909 — —	4,247 2 8	14,510 — 4	64,133 11 —
1810	27 — —	3,000 — —	5,888 — —	3,909 — —	3,913 17 6	15,014 2 —	64,124 19 6
1811	27 10 —	2,950 — —	6,561 8 —	3,750 — —	3,690 4 6	15,376 19 10	65,328 12 4
1812	27 10 —	3,300 — —	7,723 — —	3,375 — —	3,578 8 —	15,754 3 —	66,730 11 —
1813	27 10 —	3,300 — —	6,997 — —	3,375 — —	3,354 15 —	15,864 16 3	65,891 11 3

Memorandum.—There is no separate Account of Iron Work, the Amount being included in the Rate per Ton for Building.

East India House,
21st April 1814.

JOSEPH BOULDERSON.

—(14.)—

An Account of the OUTFIT of a New Ship of 800 Tons Burthen, from the Year 1793 to the Year 1813; distinguishing the Rate of Building per Ton, the Amount of the Cost of Sails, of Cables and Cordage, of Masts and Yards, of Copper Work, and of other Articles forming the Total Cost.

YEAR.	Rate of Building per Ton, including Iron Work.	AMOUNT of the COST of					Total Cost and Outfit, including the Amount for Building.
		Sails.	Cables and Cordage.	Masts and Yards.	Copper Work.	Sundry Articles.	
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1793	14 — —	1,119 15 11	1,481 5 —	877 12 —	1,216 12 —	7,566 16 11	23,462 1 10
1794	15 — —	1,119 15 11	1,740 — —	1,071 15 —	1,103 9 —	7,938 7 4	24,073 7 3
1795	16 13 —	1,161 10 —	2,550 — —	1,152 — —	1,785 — —	8,977 10 11	28,946 — 11
1796	17 6 6	1,320 — —	3,000 — —	1,195 — —	1,864 — —	8,765 1 5	30,004 1 5
1797	16 16 —	1,290 12 —	2,460 — —	1,313 — —	1,885 13 —	8,946 1 1	29,335 6 1
1798	17 10 —	1,290 12 —	2,100 — —	1,294 — —	1,885 13 —	8,870 16 —	29,441 1 —
1799	16 4 —	1,355 — —	2,460 — —	1,655 — —	2,036 18 —	9,139 18 9	29,606 16 9
1800	19 10 —	1,462 10 6	3,225 — —	1,716 3 —	2,487 19 —	9,446 — 1	38,937 12 7
1801	21 8 —	1,544 — —	2,580 — —	2,080 — —	2,619 6 —	9,750 13 —	35,693 19 —
1802	21 12 —	1,588 17 4	2,875 — —	1,856 17 —	2,569 19 10	8,996 13 7	35,167 7 9
1803	22 — —	1,633 15 1	2,987 10 —	1,910 — —	2,698 18 8	9,548 10 8	36,378 14 5
1804	21 — —	1,633 15 1	3,196 6 —	2,044 3 —	2,951 18 7	9,894 2 7	36,520 5 3
1805	31 2 6	1,850 — —	3,446 16 —	2,035 1 —	3,995 1 9	11,382 19 2	47,609 17 11
1806	28 10 —	1,800 — —	3,597 2 —	2,182 — —	3,648 9 7	10,935 8 5	44,963 — —
1807	27 10 —	2,000 — —	3,797 10 —	2,446 14 —	3,128 11 6	11,060 14 9	44,433 10 3
1808	27 10 —	2,400 — —	5,120 2 —	2,606 — —	2,563 19 —	11,241 16 —	45,931 17 —
1809	26 — —	2,400 — —	5,019 18 —	2,620 — —	3,389 5 8	11,597 3 10	45,826 7 6
1810	27 — —	2,400 — —	4,068 — —	2,620 — —	3,121 14 2	11,951 1 —	45,760 15 2
1811	27 10 —	2,325 — —	4,538 18 —	2,550 — —	2,943 6 6	12,220 19 6	46,578 4 —
1812	27 10 —	2,600 — —	5,340 10 —	2,295 — —	2 854 2 8	12,516 2 3	47,605 14 11
1813	27 10 —	2,600 — —	4,839 10 —	2,295 — —	2,675 15 —	12,600 14 4	47,010 19 4

Memorandum:

There is no separate Account of Iron Work, the Amount being included in the Rate per Ton for Building.

East India House,
21st April 1814.

JOSEPH BOULDERSON.

—(15.)—

RETURN to an Order,—for

An Account of the Quantity of OAK TIMBER Imported in each Year, from His Majesty's Plantations, and from Foreign Countries; distinguishing each; from 1794 to 1813, both inclusive.

YEARS:	OAK TIMBER Imported From His Majesty's Provinces in NORTH AMERICA. Loads.	feet.	OAK TIMBER Imported From OTHER COUNTRIES. Loads.	feet.
1794	489.	16.	2,826.	5.
1795	229.	30.	2,753.	31.
1796	458.	41.	4,046.	2.
1797	815.	5.	3,363.	48.
1798	1,066.	5.	2,835.	29.
1799	1,073.	39.	2,748.	17.
1800	843.	34.	3,959.	42.
1801	482.	45.	3,279.	36.
1802	399.	39.	5,841.	41.
1803	2,019.	38.	6,343.	29.
1804	2,205.	3.	4,148.	28.
1805	3,021.	20.	4,748.	44.
1806	4,457.	38.	5,990.	49.
1807	5,745.	39.	3,796.	12.
1808	8,934.	4.	596.	45.
1809	5,938.	26.	*The Papers destroyed.*	
1810	17,257.	43.		
1811	24,470.	42.		
1812	18,138.	26.	1,255.	27.
1813	*The Papers destroyed.*			

IN consequence of the general destruction of the Papers and Documents, at the late Fire at the Custom-House, the Inspector General is at present unable to make a complete Return to the above Order of the Committee of the Honourable House of Commons.

Inspector General's Office,
Custom-House, London,
19th April 1814.

WILLIAM IRVING,
Inspector Gen[l].

—(16.)—

RETURN to an Order,—for

AN Account of the Number of MASTS and SPARS imported in each Year into GREAT BRITAIN, from His Majesty's Plantations and from Foreign Countries; distinguishing each, from 1794 to 1813, both inclusive.

YEARS.	From His Majesty's Provinces in *North America*.			
	MASTS, YARDS, and BOWSPRITS.			SPARS
	6 and under 8 Inches in Diameter.	8 and under 12 Inches in Diameter.	12 Inches in Diameter and upwards.	under 6 Inches in Diameter.
	Number.	Number.	Number & Loads. Feet.	Number.
1794	44.	144.	357. — —	
1795	2.	146.	2. & 561. 25.	
1796	127.	286.	1,541. 32.	
1797	99.	200.	2,956. 18.	
1798	34.	118.	590. 43.	
1799	331.	171.	781. 47.	
1800	48.	125.	854. 24.	
1801	441.	378.	2,637. 34.	*The Papers destroyed.*
1802	361.	293.	2,523. 38.	
1803	351.	313.	2,436. 13.	
1804	223.	228.	2,302. 0.	
1805	405.	388.	2,010. 18.	
1806	266.	278.	2,224. 13.	
1807	430.	756.	4,431. 42.	
1808	1,111.	1,147.	16,357. 41.	
1809	4,907.	5,454.	9,799. 44.	35,977.
1810	4,178.	6,353.	18,774. 31.	31,275.
1811	2,108.	4,913.	23,117. 21.	19,860.
1812	2,423.	3,617.	16,734. 14.	17,241.
1813	*The Papers destroyed.*		—	—

	From OTHER COUNTRIES.			
1794	9,175.	7,712.	5,349. — —	
1795	7,902.	6,061.	1,743. & 9,942. 11.	
1796	11,621.	8,569.	1. & 19,876. 21.	
1797	5,245.	5,315.	16,144. 15.	
1798	7,901.	7,937.	7,345. 5.	
1799	8,418.	8,943.	5,152. 44.	
1800	10,420.	9,857.	12,181. 26.	
1801	11,830.	14,455.	30,785. 48.	*The Papers destroyed.*
1802	6,877.	6,592.	7,570. 10.	
1803	10,400.	11,410.	6,516. 16.	
1804	9,334.	7,966.	11,022. 32.	
1805	9,325.	8,913.	14,600. 25.	
1806	10,168.	7,919.	7,900. 42.	
1807	5,678.	6,868.	18,257. 32.	
1808	1,191.	1,516.	5,078. 2.	
1809	*The Papers destroyed.*		—	
1810				
1811				
1812	5,436.	7,023.	3,655. 8.	82,738.
1813	*The Papers destroyed.*		—	—

IN consequence of the general Destruction of the Papers and Documents at the late Fire at the Custom-House, the Inspector General is at present unable to make a complete Return to the above Order of the Committee of the Honourable House of Commons.

Custom-House, London,
19th April 1814.

WILLIAM IRVING,
Inspector Gen[l].

—(17.)—

An Account of the Quantity of HEMP imported into GREAT BRITAIN in each Year, from 1793 to 1813 inclusive.

	Tons.	Cwt.
1793-4	2	7
1794 5	—	—
1795-6	106	6
1796-7	—	—
1797-8	3	5
1798-9	—	—
1799-1800	—	—
1800-1	—	—
1801-2	1	1
1802-3	575	2
1803-4	240	9
1804-5	344	13
1805-6	340	10
1806-7	47	8
1807-8	224	—
1808-9	129	12
1809-10	605	2
1810-11	2,173	2
1811-12	752	11
1812-13	6,004	15
1813-14	3,485	—
Tons	15,035	Cwts. 3

East India House, 20th April 1814.

(Errors excepted.)

CHAS CARTWRIGHT, Acct Genl.

—(18.)—

An Account of the Quantity of CORDAGE exported to INDIA in each Year, from 1793 to 1813 inclusive.

		Tons.	Cwt.	Qr.	lb.
SEASON	1793-4 Weight	165	16	1	12
	1794-5	141	—	—	3
	1795-6	236	1	3	11
	1796-7	108	5	—	5
	1797-8	335	11	2	11
	1798-9	478	18	2	11
	1799-1800	1,277	11	3	15
	1800-1	362	15	3	25
	1801-2	1,122	19	1	2
	1802-3	653	2	3	13
	1803-4	774	3	—	25
	1804-5	374	1	2	9
	1805-6	849	13	1	23
	1806-7	1,024	18	—	5
	1807-8	44	14	3	27
	1808-9	583	8	3	23
	1809-10	136	12	—	13
	1810-11	312	13	—	9
	1811-12	331	3	3	15
	1812-13	235	15	3	14
	Total Weight	9,549	8	2	19

East India House, 20th April 1814.

(Errors excepted.)

CHAS CARTWRIGHT, Acct Genl.

— (19.) —

An Account of the Quantity of SAIL CLOTH Exported to India, in each Year, from 1793 to 1813 inclusive.

SEASON		Number of Ells
1793-4		71,123
1794-5		76,521
1795-6		49,671
1796-7		66,252
1797-8		115,282
1798-9		144,515
1799-1800		207,881
1800-1		131,708
1801-2		200,245
1802-3		214,177
1803-4		157,630
1804-5		100,576
1805-6		199,391
1806-7		306,917
1807-8		157,685
1808-9		93,081
1809-10		—
1810-11		62,466
1811-12		141,010
1812-13		104,057
TOTAL Number of Ells		2,600,188

East India House,
20th April 1814.

(Errors excepted.)
CHAS CARTWRIGHT,
Acct Genl.

— (20.) —

An Account of the Quantity of IRON Exported to India, in each Year, from 1793 to 1813 inclusive.

SEASON		Weight	Tons.	Cwt.	Qrs.	Lbs.
1793-4			800	0	0	0
1794-5			700	0	0	0
1795-6			1,550	0	0	0
1796-7			759	0	0	0
1797-8			880	0	0	0
1798-9			1,200	0	0	0
1799-1800			1,210	0	0	0
1800-1			1,286	0	0	0
1801-2			1,835	0	0	0
1802-3			2,215	0	0	0
1803-4			1,800	0	0	0
1804-5			2,218	0	1	2
1805-6			1,576	18	2	18
1806-7			2,421	1	0	0
1807-8			2,338	10	0	0
1808-9			3,321	15	0	0
1809-10			3,896	10	0	0
1810-11			3,550	0	0	0
1811-12			3,840	17	3	22
1812-13			3,979	9	1	19
TOTAL Weight			41,378	2	1	5

East India House,
20th April 1814.

(Errors excepted.)
CHAS CARTWRIGHT,
Acct Genl.

—(21.)—

An Account of the Quantity of Wrought or Manufactured IRON, Exported to INDIA in each Year, from 1793 to 1813 inclusive.

	Anchors, Grapnals, Mooring Chains, Buoys, Shackles, Swivels, Knees, Fids, and all Iron Work for Building of Ships, &c. &c.	Anvils, Beak Irons, Pitch Kettles, Hoop, Bolt, Rod, and Plate Iron; Iron Wire, &c. &c.	Nails and Rivets.	Tools for Bricklayers, Carpenters, Coopers, Farriers, Joiners, Masons, Smiths, Pioneers, Engines for cutting Screws, Furnishing Ironmonger's Ware, and all Articles of domestic use, not computed by Weight.				Spades, Shove and Pickaxes.
	Tons. Cwt. qrs. lb.	Tons. Cwt. qrs. lb.	Tons. Cwt. qrs. lb.	Chests.	Casks.	Cases.	Bundles.	Number.
Season 1793-4 - -	64 1 0 12	46 0 1 7	12 0 0 11	18	53	102	119	7,463
1794-5 - -	199 15 1 14	12 5 0 26	18 2 0 14	11	44	55	227	345
1795-6 - -	30 15 2 25	108 11 0 21	32 13 2 20	4	231	70	283	9,312
1796-7 - -	113 1 1 0	43 8 2 25	8 18 3 8	- -	86	139	226	2,715
1797-8 - -	193 0 0 7	38 19 3 0	22 7 1 3	2	158	83	390	5,511
1798-9 - -	640 5 2 19	65 12 3 10	59 12 0 20	1	129	81	286	686
1799-800 -	593 9 2 25	84 16 1 20	- - -	- -	333	113	229	—
1800-1 - -	470 11 1 18	50 19 1 19	24 13 1 16	24	270	118	244	130
1801-2 - -	565 18 1 1	77 2 1 11	34 19 0 9	1	215	62	362	2,276
1802-3 - -	533 9 0 25	84 18 2 10	5 3 0 3	4	637	111	436	—
1803-4 - -	288 16 1 0	63 8 0 27	23 15 3 7	13	135	72	74	397
1804-5 - -	391 14 0 26	153 14 1 25	48 5 0 19	26	155	82	190	2,446
1805-6 - -	333 13 0 26	200 18 3 13	23 7 0 17	73	456	188	1,294	1,896
1806-7 - -	231 19 2 12	67 10 3 0	83 6 0 23	1	426	109	561	13,329
1807-8 - -	300 2 3 7	44 16 2 24	18 3 0 8	57	121	75	296	7,169
1808-9 - -	249 8 3 3	153 6 3 12	48 1 1 16	37	90	117	222	3,978
1809-10 - -	227 11 3 10	55 10 2 7	46 13 0 10	1	41	84	51	30
1810-11 - -	261 18 1 21	62 0 2 20	26 19 3 11	25	99	126	194	20
1811-12 - -	117 7 2 26	72 19 3 4	29 17 2 24	194	139	334	543	29
1812-13 - -	141 7 3 23	148 2 1 23	97 7 3 23	1	161	120	167	2,254
TOTALS - - -	5,948 8 2 20	1,635 4 0 24	664 7 0 10	493	3,979	2,241	6,394	59,986

(Errors excepted.)

East India House,
20th April 1814.

CHA^{S} CARTWRIGHT,
Acc^{t} Gen^{l}.

Memorandum.—Iron Ordnance, Gun Carriage Iron Work, Shot, Shells, Swords, and Small Arms, are not included in the above Account.

—(22.)—

An Account of the Quantity of COPPER Exported to INDIA in each Year, from 1793 to 1813 inclusive.

		Tons	Cwt.	Qrs.	lbs.
SEASON	1793-4 Weight	1,542	7	2	9
	1794-5	1,563	12	2	8
	1795-6	2,082	9	0	3
	1796-7	1,640	11	1	5
	1797-8	1,515	13	3	1
	1798-9	1,015	10	0	1
	1799-1800	411	19	1	26
	1800-1	1,245	5	1	1
	1801-2	2,012	6	0	21
	1802-3	2,137	14	1	6
	1803-4	593	6	3	26
	1804-5	1,070	4	3	8
	1805-6	72	10	2	12
	1806-7	1,501	18	3	22
	1807-8	1,197	5	0	0
	1808-9	1,303	17	0	0
	1809-10	838	14	3	15
	1810-11	1,266	19	1	23
	1811-12	1,502	15	3	0
	1812-13	1,484	6	3	18
	Total Weight	25,999	9	3	9

(Errors excepted.)

East India-House,
20th April, 1814.

CHAs. CARTWRIGHT,
Acct Genl.

—(23.)—

ANSWER to the Order of the Honourable the Committee of the House of Commons, on East India Shipping, of the 7th April 1814.

THE Records at the East India House do not contain materials for an accurate "Account "of the quantity of Teak and other Timber for Naval purposes, imported into the British "Ports in India from 1790 to 1812 inclusive." The Books of the Bengal and Madras Custom Houses, are not transmitted to England. The Reports of External Commerce, which are drawn up and abstracted from the Custom House Entries, furnish some items towards an approximation to such an Account; but unfortunately they give only the value in Sicca Rupees, without adding the quantity; and except in a few instances, the different sorts of Timber are placed, without distinction as to the purposes for which they are intended, under the general head of "Timber and Plank," or "Timber of Sorts." The Imports on account of the Indian Government, or the East India Company, are omitted.

The Bengal Reports of External Commerce commence in 1795-6; those for Bombay in 1801-2; and for Madras in 1802-3. The following Statements, shewing the Official Value of the Timber, Masts and Spars, are extracted from the Reports.

Account of TIMBER, of every kind, Imported into BENGAL in the following years, exclusive of Imports on account of the East India Company (considerable part from Malabar, &c.)

	TIMBER and PLANK.		MASTS and SPARS.	
	Quantity.	Value in Sa Rs.	Number.	Value in Sa Rupees.
1795-6	-	1,39,375.	-	35,210.
1796-7	-	1,58,401.	—	—
1797-8	-	1,67,950.	-	618.
1798-9	-	2,23,320.	-	29,385.
1799-1800	-	2,20,499.	-	1,140.
1800-1	-	6,28,995.	—	—
1801-2	-	4,71,719.	875.	65,669.
1802-3	-	4,45,779.	1,253.	50,226.
1803-4	-	5,17,855.	1,787.	35,517.
1804-5	-	2,27,199.	—	—
1805-6	-	5,09,957.	-	9,911.
1806-7	-	2,59,744.	-	22,071.
1807-8	-	3,56,941.	394.	13,371.
1808-9	-	4,15,622.	207.	3,847.
1809-10	-	1,40,249.	—	—
1810-11	-	1,88,607.	357.	22,604.
1811-12	-	9,70,190.	619.	1,73,158.

Imports

Imports of TIMBER of every kind, into BOMBAY, in the following years, exclusive of Imports on account of the East India Company (chiefly from the Provinces of Malabar, &c.)

YEARS.	TIMBER and PLANKS.		MASTS and SPARS.	
	Quantity.	Value in Sicca R^s.	Quantity.	Value in Sicca R^s.
1801-2	- - -	2,29,043.	—	—
1802-3	- - -	1,88,927.	—	—
1803-4	- - -	2,46,102.	—	—
1804-5	- - -	2,69,963.	—	—
1805-6	- - -	1,29,567.	- - -	8,411.
1806-7	- - -	*No Reports received.*		—
1807-8	- - -	5,83,509.	- - -	12,082.
1808-9	- - -	5,10,354.	- - -	14,893.
1809-10	- - -	3,56,882.	- - -	77,244.
1810-11	- - -	3,29,073.	- - -	11,189.
1811-12	- - -	1,83,913.	- - -	10,511.
1812-13	*Books not received.*	—	—	—

Account of TIMBER of every kind, Imported into the Ports subject to FORT ST. GEORGE, in the following years, exclusive of Imports on account of the East India Company.

	TIMBER of SORTS.	
	Quantity.	Value in S^a Rupees.
1802-3 - - - -	- - -	2,44,790.
1803-4 - - - -	- - -	4,14,145.
1804-5 - - - -	- - -	3,63,861.
1805-6 - - - -	- - -	2,38,270.
1806-7 - - - -	- - -	3,22,355.
1807-8 - - - -	- - -	3,53,413.
1808-9 - - - -	- - -	5,09,684.
1809-10 - - - -	- - -	3,93,424.
1810-11 - - - -	- - -	3,44,438.

I.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to the House.

Martis, 19° *die Aprilis*, 1814 - - - p. 1.
Mr. John Hillman.
Nathaniel Atcheson, esq.
Mr. James Hughes.

Mercurij, 20° *die Aprilis* - - - - p. 13.
Nathaniel Atcheson, esq.
Mr. James Hughes.

Jovis, 21° *die Aprilis* - - - - - p. 30.
Mr. James Hughes.
Mr. Robert Ferguson.
Mr. Charles Carsar.
Charles Hampden Turner, esq.

Veneris, 22° *die Aprilis* - - - - - p. 48.
Charles Hampden Turner, esq.
Mr. Thomas Barnes.
Mr. William Buller.

Lunæ, 25° *die Aprilis* - - - - - p. 63.
Mr. James Hughes.
James Walker, esq.
Mr. Thomas Todd,
Mr. John Milner.

ACCOUNTS, &c. - - - - - p. 75.

Ordered, by The House of Commons, *to be printed,*
26 *April* 1814.

II.

Select Committee on East India-built Shipping.

Martis, 26° *die Aprilis*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

THE Petition of the Ship-builders, Tradesmen and others, employed in the building, outfit, and equipment of ships, in the Port of Lancaster, in the County Palatine of Lancaster, was read.——No agent appeared in support thereof.

The Petition of certain Sailmakers in the Port of London, on behalf of themselves and all others engaged in Sailmaking, was read.—Mr. *Atcheson*, appeared as agent:

An Account shewing the number of armed vessels, with their tonnage, employed at present in His Majesty's service, was read.

James Walker, Esq. was called in, and the estimate delivered in by him yesterday, was read as follows:

James Walker, Esq.

"Estimate of the expense of building a ship, sheathed and coppered, with three flush-decks, poop and forecastle, double stern and galleries, ports, iron knees and standards, &c. and in every respect the same as one of the Company's regular ships, in every particular, as to scantling and mode of fitting and fastening. The ship to be built in twelve months after the engagement is made; the frame-timbers, the keel, keelson, deadwood, stern-post, stern-beams, and generally speaking the timber to be of saul and sissoo wood; the inside plank of every kind, under the upper deck, and the plank of the bottom, under the light-water mark outside, with the wales, topsides, and deadwork, to be of teak; the three decks, poop and forecastle decks, plankshires, and all the plank above the upper deck, to be of teak; the round-house, cuddy, and all the cabins, to be finished with joiners work, and the galleries to be fitted with cisterns, &c. the same as the Company's ships; the pumps to have bored chambers, and to be as well as the capstan-posts, scuttles, chain-plates, ring and eye-bolts, rudder and tiller, hen-coops, sheep-pen and hogstyes, fitted exactly like the Company's ships; the iron knees and standards to be of the same weight as those of the Company's ships of the same class; the whole of the fastenings to be of iron; and should copper be preferred, the difference in price to be allowed; the sheet copper to be in weight from 32 to 20 oz. assorted, the thick on the keel and bows, the middling along the midships, and the thin in the run:

To have one complete set of masts and yards; the lower masts and yards and the bowsprit, to be of teak; the rest of the spars to be of fir, if procurable, otherwise to be of teak:

The standing-rigging to be of Europe, the remaining of the best coir:

To have two suits of plain sails of Bengal best canvass, to be completed with one suit of sky-sails and small sails, one suit of studding-sails, and one quarter-deck awning:

To have two bower anchors, one sheet, and one stream-anchor:

To have two bower-cables, one sheet, and one stream-cable of coir, also a messenger of coir:

To have a long-boat, two cutters, and one jolly-boat:

The vessel with her boats to be painted with two coats of paint, and to be delivered afloat:

No stores in addition to the above, nor any casks, or guns or carriages:

Any or all of the Europe articles required for the ship, as iron, copper, lead, spars, cordage, canvass, paint and anchors, to be taken in part payment at the Calcutta market price of these articles."

108334

James Walker, Esq.

ESTIMATE of the Expense of building a Ship of 830 Tons.

	R^s.	A^s.	P^s.
Timber	72,000	0	0
Iron-work	50,000	0	0
Masts and yards	25,000	0	0
Copper, brass and lead-work	30,000	0	0
Dammer, oakum and gulgul	5,000	0	0
Cordage and canvass	30,000	0	0
Hen-coops, pumps, capstans, boats, blocks and painting	20,000	0	0
Anchors	6,000	0	0
Launching expenses	2,000	0	0
Workmanship	30,000	0	0
S^a. R^s.	270,000	0	0

ESTIMATE of Expense of building a Ship of 1,000 Tons.

	R^s.	A^s.	P^s.
Timber	82,000	0	0
Iron-work	55,000	0	0
Masts and yards	30,000	0	0
Copper, brass, and lead-work	35,000	0	0
Dammer, oakum and gulgul	7,000	0	0
Cordage and canvass	35,000	0	0
Hen-coops, pumps, capstan, boats, blocks and painting	22,000	0	0
Anchors	8,000	0	0
Launching expenses	2,000	0	0
Workmanship	44,000	0	0
S^a. R^s.	320,000	0	0

ESTIMATE of Expense of building a Ship of 1,200 Tons.

	R^s.	A^s.	P^s.
Timber	92,500	0	0
Iron-work	65,000	0	0
Masts and yards	30,000	0	0
Copper, brass, and lead-work	40,000	0	0
Dammer, oakum and gulgul	8,000	0	0
Cordage and canvass	40,000	0	0
Hen-coops, pumps, capstan, boats, blocks and painting	24,000	0	0
Anchors	10,000	0	0
Launching expenses	3,000	0	0
Workmanship	57,000	0	0
S^a. R^s.	370,000	0	0

Mr. Grant.]—Will you produce any letters received from the ship-builders, that relate to that estimate.

[The Witness produced a letter, dated the 24th January 1811, inclosing the above Estimate; from which the following extract was read.]

"We now enclose you estimates, on which we will actually engage to build; and as it is in contemplation to build the ships wider, we hereby declare, that as far as 18 inches more, we will not make any additional charge in regard to the fitting out for Sea, provisioning, insuring, &c. we have not as yet got the necessary information as to its amount, but hope by the next ships to be able to give you a statement. We will be happy to act for you as agents and builders, and will take the responsibility that the ships built by us shall be fit for the Company's service, that is, that they shall be substantially built, and that any want of strength shall be remedied at our expense to fit them for the service: of the mode of payment, we will agree to take it by instalments of eight payments in advance, the same as the builders in the Thames do."

The

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[The Witness produced a letter, dated 20th September 1811, from which the following extract was read:]

"If you do build, send out the whole of the iron in bars, copper bolts, copper sheeting and copper nails, lead for the stem and hawses in pigs, anchors, paints, tar, small nails, hinges, and cabin furniture, and light spars; if you can land the iron knees forged into straight pieces to be formed afterwards here, clear of all expense for 70 shillings per hundred weight, send them, but not else; send hawsers and cordage for standing rigging, stays, landyards and bolt-rope for sails; do not send a single thing else; canvass, cordage for running-rigging, and cables; also blocks we can make better here than in Europe; the whole of the ordnance you may send out, including all the little articles of weights and scales, measures, lanterns, &c. &c. used by the gunner, ship-steward and cook; all manner of composition work for the rudder-braces and pump-chambers we are fully competent to, so we are to every kind of wrought iron, cast iron however we cannot manage. The scuppers and cast iron about the capstan may therefore be sent out; and coppers, not being a fixture to the ship, had better go home with wooden cabouses. The packet being detained, I have been enabled to send you the accompanying list or estimate of the articles, &c. required for a ship of 800 tons, made out by a friend of mine, a captain of a ship, who is well acquainted with the subject.

[The list above referred to, was delivered in and read as follows.]

A SHIP of 800 Tons.

ESTIMATE of Water-Casks, Square Rope, Spare Sails, Spare Spars, Spare Blocks, Provisions and other Stores.

Casks to contain 5 months water for a crew of 150 men, with allowance for stock and wastage, admit expenditure to be 150 gallons per day; this will require casks to contain 27,000 gallons, or casks of 160 gallons.

					R^s.	A^s.	P^s.	R^s.	A^s.	P^s.
170 casks				a' 30/ -	5,100	0	0			
10 gang-casks				a' 20/ -	200	0	0			
24 buckets				a' 2/ -	48	0	0			
								5,348	0	0
	M^{ds}	S^{rs}	Ch^{ts}							
1 coir hawser of 8 inches	17	1	12	a' 22/ -	374	15	5			
1 D° - - - 6 D° for topsail tyes	10	0	12	a' 22/ -	220	6	7			
2 coils of coir of 6 inches, for topsail sheets	7	33	10	a' 22/ -	172	7	11			
2 coils of coir of 6 inches, for lower sheets	7	33	10	a' 22/ -	172	7	11			
2 lower tacks, made 8 inches at one end and 2 inches at the other end	2	11	8	a' 22/ -	50	5	3			
4 coils coir of 4½ inches, for lower braces	16	2	13	a' 22/ -	353	8	9			
5 coils coir of 3¾ inches, for topsail braces	17	38	4	a' 22/ -	395	0	7			
6 coils coir of 3 inches, for top-gallant braces	11	10	0	a' 22/ -	247	8	0			
2 coils coir of 4 inches, for top-gallant sheets	7	20	15	- - -	165	8	3			
4 coils coir of 3¾ inches, for topmast steering-sail halliards	10	22	0	a' 22/ -	232	7	8			
2 coils coir of 4 inches, for lower steering-sail halliards	7	20	15	a' 22/ -	165	8	3			
2 coils coir of 3½ inches, for steering-sail tacks	5	3	8	a' 22/ -	111	14	9			
4 coils coir hawser of 2½ inches, for top-gallant steering-sail geer	5	1	9	a' 22/ -	110	13	9			
4 coils coir of 2 inches, for various uses	3	19	12	a' 22/ -	76	9	0			
	Cwt.	qr.	lbs.							
2 coils of 4-inch Europe rope, for laniards for lower rigging	10	2	0							
2 coils of 3-inch - D° - for top-mast rigging, &c.	6	1	0							
1 coil of 5-inch - D° - for bolt-rope	6	1	0							
1 coil of 4-inch - D° - for leech-rope	5	1	0							
2 coils of 12-thread D° - D° -	2	0	0							
2 coils of 9-thread D° - D° -	1	2	0							
	31	3	0	a' 50/ -	1,587	8	0			
								4,437	2	1

(continued.)

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				Rs.	As.	Ps.
6 marline-spikes of sizes		a' 1/8			9	0 0
2 marline-fids - Do		a' /8			1	0 0
15 bolts of canvass, for making a spare main-sail, fore-sail, fore stay-sail, mizen stay, or any of these small sails which may be first required		a' 22/ -	330 0 0			
20 bolts of canvas, for making a fore or main-top-sail, and a main-top-mast stay-sail, as may be required, and to be of higher number than the canvas for courses		a' 22/ -	440 0 0			
10 bolts of canvass, to make top-gallant-sails or a jib, as the case may be		a' 22/ -	220 0 0			
5 bolts for royals, or any such light sail		a' 22/ -	110 0 0			
50 lbs of sewing twine		a' /5 per lb.	15 10 0			
10 lbs of roping Do		a' /3 per lb.	1 14 0			
50 skeines of marline		a' /8 -	25 0 0			
100 seizing-lines of sorts		a' /8 -	50 0 0			
12 log-lines		a' /2 -	1 8 0			
1 barrel of tar			50 0 0			
1 barrel of grease			30 0 0			
Sail and roping needles, 4 dozen		a' /12 per doz.	3 0 0			
				1,277	0	0
Brass bushed blocks, with iron pins and lignum vitæ sheaves.						
4 spare single Do of 16 inches, for tye-blocks		a' 3/ ea. is	12 0 0			
2 spare double of 16 inches, for eye-blocks		a' 6/ -	12 0 0			
1 spare single Do - for Do			3 0 0			
2 single 14-inch Do - with a double score for tye blocks		a' 2/10 -	5 4 0			
14 single 16-inch Do for quarter-blocks		a' 3/ -	12 0 0			
4 shouldered single 14-inch Do - for top-sail-sheet blocks		a' 2/10 -	10 8 0			
4 single blocks of 14 inches, for lower brace Do		a' 2/10 -	10 8 0			
4 single Do - 12 inches Do for top-sail brace-blocks, Do		a' 2/10 -	10 8 0			
4 single plain blocks of 8 inches, for top-gallant-braces		a' 1/ -	4 0 0			
12 spare blocks, from 6 to 10 inches		a' 1/ -	12 0 0			
2 spare single blocks of 20 inches, with brass and iron pins		a' 3/12 -	7 8 0			
2 Do double, with Do - - Do		a' 7/8 -	15 0 0			
				114	4	0
1 spare rough spar, for a lower-yard			1,000 0 0			
1 Do - - Do - for a top-sail Do			400 0 0			
2 Do - - Do - for top-gallant-yards		a' 180/ -	360 0 0			
1 Do topmast made in the rough, to be converted into a fore or main-topmast			800 0 0			
2 spars to suit for a jib-boom or mizen-topmast		a' 400/ -	800 0 0			
2 spars for topmast steering-sail booms			300 0 0			
2 Do - for top-gallant or royal yards			160 0 0			
				3,820	0	0
A chest of carpenters tools				200	0	0
1 pump hide, 40lbs. Europe		a' 2/		80	0	0
2,000 pump-tacks				8	0	0
200 scupper-nails				10	0	0
1 spare anchor-stock made in the rough, to serve as a fish if required				100	0	0
2 skin-bin planks				70	0	0
20 sheathing boards to repair boats				20	0	0
1 spare tiller fitted				20	0	0
	Mds Srs Chs					
A spare boom-iron, for lower yard	0 30 0					
A Do - - Do for top-sail Do	0 20 0					
New iron work	1 10 0	a' 25/ -		31	4	0
1 dozen lignum vitæ pins of sizes	0 15 0					
1 - Do - sheaves - Do	0 30 0					
	1 5 0	a' /12 -		33	12	0
4 single block shells, from 13 to 16 inches		a' 1/ -	4 0 0			
8 double - Do - from 13 to 16 Do		a' 2/ -	16 0 0			
				20	0	0

2 spare lower-deck dead-eyes, with a link or two of chain plate, and a stout hook, new iron work, 1½ maunds - - -				37	8	0
Two 13-inch dead-eyes, for D° - - - - - a' 9 per inch				1	3	6
						38 11 6
Two spare topmast-shroud dead-eyes, with iron plates, iron work - - - - 0 30 0 - a' 25/ -				18	12	0
Two 8-inch dead-eyes, for D° - - - - - -				0	12	0
						19 8 0
4 spare futtock-shroud hooks - - - 0 30 0 - a' 25/ - - -						18 12 0
12 spare hooks of sizes - - - - 1 0 0 - - - - -						25 0 0
12 spare thimbles D° - - - - 1 0 0 - - - - -						25 0 0
12 spare hanks - - - - - - - a' 6/ per dozen -						6 0 0
Medicines - - - - - - - - - - - -						400 0 0
6 months pay to the Commander, - - a' 500 Rs. per month -				3,000	0	0
6 - - D° - D° - 1st officer - - - a' 180/ - - - - -				1,080	0	0
6 - - D° - D° - 2d - D° - - - a' 120/ - - - - -				720	0	0
6 - - D° - D° - 3d - D° - - - a' 100/ - - - - -				600	0	0
6 - - D° - D° - Gunner - - - - a' 50/ - - - - -				300	0	0
6 - - D° - D° - Carpenter - - - a' 45/ - - - - -				270	0	0
6 - - D° - D° - D° Mate - - - a' 30/ - - - - -				180	0	0
6 - - D° - D° - Serang - - - - a' 30/ - - - - -				180	0	0
6 - - D° - D° - 1st Tendal - - a' 20/ - - - - -				120	0	0
6 - - D° - D° - 2d - D° - - - a' 15/ - - - - -				90	0	0
6 - - D° - D° - 3d - D° - - - a' 12/ - - - - -				72	0	0
6 - - D° - D° - Carob - - - - a' 10/ - - - - -				60	0	0
6 - - D° - D° - 12 Seacunnies - a' 30/ - - - - -				2,160	0	0
6 - - D° - D° - 120 Lascars - - a' 10/ - - - - -				7,200	0	0
Bottomry for 125 men - - - - - - - -				1,250	0	0
Clothing for 140 men - - - - - - - -				1,400	0	0
						18,682 0 0
Provisions for 6 months for 150 men, a' 1 sear each per day, is 700 maunds, - - - - - - a' 1/10 - - - -				1,137	8	0
Wheat - - - 175 maunds - - - a' 1/6 - - - -				240	10	0
Dholl - - - 80 - D° - - - a' 1/12 - - - -				140	0	0
Ghee - - - 70 - D° - - - a' 20/ - - - -				1,400	0	0
Salt - - - 8 - D° - - - a' 8/ - - - -				64	0	0
Chillies, &c. - - - - - - - - - -				25	0	0
						3,007 2 0
Extra provisions - - - - - - - - - - - -						1,000 0 0
	Mds	Srs	Chts			
Wax candles - - 0 20 0 - - a' 65/ - - - -						32 8 0
Lamp-oil - - - 9 0 0 - - a' 10/ - - - -						90 0 0
Fire-wood - - - - - - - - - - - -						300 0 0
18 guns, 12 or 18-pounders - - - - - -				10,000	0	0
60 muskets - - - - - - - - -				1,440	0	0
60 pistols - - - - - - - - -				600	0	0
Round and grape-shot - - - - - - -				3,000	0	0
15 barrels of cannon powder, 2 ditto of fine powder for priming and muskets - - - - - - - -				1,200	0	0
60 boarding pikes - - - - - - - -				180	0	0
36 lanterns - - - - - - - - -				144	0	0
						16,564 0 0
Store-paint and blacking - - - - - - - - - -						1,000 0 0
Premium of insurance on block to Europe, value a' 2,70,000 a' 8 per cent. -						21,600 0 0
Pilotage and all other charges in this river - - - - - - -						5,000 0 0
						S^a R^s - 83,402 15 7

James Walker, Esq.

Mr. Grant.]—Is there, in any letter you have received from these parties, any reference to any fixed medium of exchange?—I think not.

What do you understand to be the value of a sicca rupee, at the ordinary rate of exchange?—Two shillings and six-pence.

Does not the rate of exchange fluctuate exceedingly?—It fluctuates very much.

Do you know within what limits it fluctuates?—No, I do not.

[The Witness produced a letter dated the 21st of November 1812, from which the following extracts were read.]

"I am afraid that Mr. Perceval's premature death has put an end to any immediate prospect of building for the Navy: but to be candid, there are

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so many difficulties and troubles to encounter here, that I am really indifferent about building at all, but on very handsome terms, which I fancy, would not be given. Large ships would, I suppose, be the principal object; and as the whole of the materials must be expressly laid in for the purpose, the trouble, vexation and responsibility in getting them, is beyond comprehension, and sets at defiance all calculation as to time or cost.' Here is an abundance of large timber to be procured, but there being no regular demand for it, the timber merchants will not embark in it, but prefer going on in their old way, which being more certain, is more likely to suit their purpose. Now, to be obliged to send several principal men from one's establishment in different directions for the procurement of timber for one or two ships, is so inconvenient, that it is not worth any one's while. If an assurance was given to build a certain number of ships annually, the case would be quite different, as people would then embark their capital and talents with confidence, and the builder would be provided with materials to his hand. I will not engage to build another Indiaman unless the materials are supplied to us, or a year's previous notice to collect them, without any limitation or restriction as to the cost. I have no allusion to the present ship, but merely state our terms for any future ships; nor would I take above a sixteenth of any ship to be built by us. Should the trade be laid open, and Indian-built ships admitted to British registry, the terms we would build for are, at 360 rupees per ton, builders measurement, for all ships of 600 tons and under, built of the best materials and in the best manner, and fitted with country materials; this sum to include every thing but spare stores and ordnance.

" I say 300 rupees per ton, as it is about the actual cost of all the good and substantial-built ships that have been launched here for years past; but if you preferred it we would build upon honour, on a commission of ten per cent.

" In the event of the trade being laid open, I shall be glad at all times to give you such information as I possess, in regard to the articles that would suit this market; but it is proper to recollect that the consumption of European articles being very limited, it is more than probable that a glut will in the first instance be the consequence

Committee.]—The Committee understood in your former examination, that though considerable advances had taken place in timber, still the whole expense would not exceed 60,000 *l.*; do you mean now to include any other articles that will swell that sum?—None whatever.

[The following Extract was read from an Estimate enclosed in the last preceding Letter.]

" Our estimate was 370,000 rupees, which was calculated upon saul and sissoo, and iron bolts, but as you have directed as much teak as possible, have ordered copper bolts; and as iron and wood are dearer than at the period the estimate was made, we may fairly calculate that the hull, masts, yards, sails, anchors, cables, bolts and rigging, exclusive of spare spars for outfit, will cost 400,000 rupees".

[The Witness produced a Letter dated the 19th of October 1813, from which the following extract was read.]

" The Kyd will leave this in January with a full cargo. The gruff goods having engaged from the private merchants, and the dead weight, we believe that we shall be obliged to put on board on account of the owners, principally in rice; as the freight is payable after safe arrival, we shall make insurance on it here, on the same terms as is charged in England, seven per cent. payable by bills on London, and the policies we shall transmit to you in triplicate; we shall also cover the amount of the dead weight, and any overplus on the block, &c. should her cost exceed 60,000 *l.* clear to sea, but we are in hopes that it will be rather under."

Mr. Grant.]—Is this ship built on commission, or not?—It is built on commission.

Is the commission included in that sum of 60,000 *l.*?—I conceive so, because it says she goes clear to sea for 60,000 *l.*

Does that include the provisions also?—I conceive, every thing.

Is

James Walker, Esq.

Is the Insurance included?—I cannot answer that question decisively.

As the commission does not appear under that name, or as a separate article in this estimate, how do you conceive that it can be allowed for in this estimate?—I cannot precisely answer that question, unless I was to go back to another letter, which I did not think material, and therefore did not bring with me.

Committee.]—Do you conceive it to be included under each item set down there?—It strikes me, that that estimate says, or the letter which conveyed it, that they send me the price at which they will actually build, and therefore it must comprise every thing. I have no doubt whatever that that estimate includes the commission and the full expense, making it 400,000 rupees; they say "we now enclose you estimates on which we will actually engage to build"; I agreed afterwards to build on commission, and conceive that the sum of "60,000*l.* clear to sea," as mentioned in their letter of the 19th of October 1813, includes every thing.

Do you, as a person concerned in ship-building in this country, know whether that expression, "clear to sea" would include insurance in this country?—No, I do not.

Have you not insured that ship at 75,000*l.*?—I have insured a portion of her, (valuing her at 75,000*l.*)

What does that include?—That includes risks of every description, till the ship comes into the Blackwall Docks. I made that insurance before this letter came to my hands, otherwise I should not have insured so much, because these gentlemen tell me they propose making an insurance on any sum exceeding 60,000*l.* I did it by the advice of gentlemen who have gone before me in business of this kind. And in order to cover the whole risk of the ship until she came into the East India Docks, I valued her at 75,000*l.* on the ship and tackle.

Not covering the freight?—Not covering the freight.

Mr. Grant.]—The 75,000*l.* covered the premium of insurance?—Yes; I did it at six guineas and a half, including the risk of launching.

Committee.]—By that estimate, and the whole of the correspondence to which you have referred, you seem to have had it held out to you, that this ship would go to sea at 60,000*l.* or rather less?—From the receipt of the estimate down to the present day, I have always believed, from the information given by these gentlemen, that she would go to sea at that cost.

The Committee do not understand, if you give credit to that statement, why you have insured it at 75,000*l.*?—From the information of other gentlemen who have built ships in India, particularly from the parties who built a ship in the yard of these very gentlemen.

Do you know the name of that ship; was it the Castle Huntley?—I believe it was the Castle Huntley, or the Huntley Castle.

Did those gentlemen tell you that the Huntley Castle cost 70,000*l.* when she went to sea?—Those gentlemen told me, I think, from 73 to 75,000*l.* but there is a reason which should be stated for that; I understand that the Castle Huntley cost an additional sum, in consequence of it being required by the India company, that she should be built entirely of teak-wood. My insurance was made under the impression given to me by those gentlemen, previous to my having received this letter; and it had been held out to me, that the builders in India had led me astray very much; I do not mean intentionally.

Mr. Grant.]—Did you imagine that the ship was to be built altogether of teak?—Certainly not.

I understood you to say, on a former day, that the copper bolts to be used for this ship, the Kyd, were to be sent out from England; but that you did not know whether the sheet copper was to be sent out from this country, or procured in India?—I said the copper bolts went out from this country, and I believe I also said that the sheathing copper was found in that country.

I wish to draw your attention to this clause in the estimate—"Any or all of the Europe articles required for the ship, as iron, copper, lead, spars, cordage, canvas, paint and anchors, to be taken in part payment, at the Calcutta market price of those articles;" should you not understand the word copper there includes both copper bolts and the sheathing copper?—Certainly not copper bolts.

Then it does include copper for sheathing?—Yes.

Committee.—Why do you understand it not to include copper bolts?—Because it is very unusual to copper-bolt ships in the way that this ship is copper-bolted.

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Mr. Grant.] Why do you conclude copper bolts are not comprised in the word copper in this clause of the estimate?—That estimate, according to my recollection, goes entirely to iron bolts.

It goes on, "If copper should be preferred, the difference of price to be allowed?"—Then, it is evident enough, the thing speaks for itself.

Copper bolts are dearer than iron, are they not?—Greatly.

By which of course you would understand that those copper bolts should be of European manufacture?—I do not think that follows at all; I sent them out, understanding that the builders in India could not manufacture them there.

You understand that they are not equal to that manufacture in India?—That was my reason for sending them out.

However, in this clause where copper is described as an Europe article, you understand all the copper for sheathing is meant?—All the copper for sheathing.

You understand all the copper for sheathing which the ship would require?—Exactly so.

Did you ever see a vessel coppered with the copper of India?—Yes. When I answer that question I beg to be understood, that I cannot positively say I have seen a vessel coppered with the copper of India; whether the ship which I have seen, the Castle Huntley, was coppered with the copper of that country, or this or any other country, I cannot say.

Committee.]—Do you in point of fact know, whether they make any sheet copper in India or not?—I do not.

Mr. Grant.]—Are you able to say what sort of articles are sent for the outfit of the ship from this country, and what are left to the builders there to find in India?—My letters lead me to suppose that the small stores, such as ship-chandlery and Ironmongery, and articles of that description, are required from this country.

Then in case of ships being built in India, for the trade between this country and India, instead of being built in the Thames, the demand for ship-chandlery and ironmongery for ships employed in that trade, would not, in your apprehension, materially decline?—I do not think it would, because it would seem by my information, that those articles are required for the India-built ships from this country.

The export of those articles would give some employment to shipping?—Inasmuch as it would be necessary to send them out, ships would be required to take them.

[*Re-examined by Mr. Adolphus.*]

What proportion do the small stores you have been alluding to bear to the whole cost of the ship, out of the 60,000*l.* you are to pay for the ship; how much of that will be expended in small stores?—Am I to understand, that the question applies to the ship as she is fitted from India, or as she is fitted from this country.

As she is fitted from India?—I cannot answer that question, because I understand there is a heavy duty on articles exported from this country payable in India, and without I knew what that duty was, I could not answer the question.

What do those stores cost here?—The stores that were sent out to that ship of the small description most probably cost about a thousand pounds.

Of what did they consist; I do not mean as to every item, but generally of what description were they?—Ironmongery and ship-chandlery.

What does that comprise, lanterns and coops, or what?—Lanterns; and indeed all sorts of stores necessary for the equipment of a ship, the cutlery for the cabin, the compasses, and other things of that description.

This ship you are under no obligation to repair here, are you?—None, that I know of.

You may repair it here or in India, as best suits your convenience?—That is in the breast entirely, if my recollection serves me, of the India company.

They are to have the option?—They are to have the option of repairing either here or there.

[*Examined by the Committee.*]

You have stated, that the small stores amounted to a very small sum, about a thousand pounds?—I have.

You do not mean, that those are all the stores that are sent from this country?—No, certainly not.

Mr. Adolphus.[—After the repairing voyage, who is to have the option of repairing of her then?—I conceive it rests entirely with the India company.

After

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After that voyage, as well as before?—I think so, but I beg not to give a decisive answer to that.

Committee.]—Can you state at all, what is the amount, under the different heads of the stores sent out from this country, for the building of that ship?—I can state the amount of the whole sent out generally, but under the different heads I cannot, unless I have my papers.

Of the whole sent out generally?—I think the stores that I sent out amounted to about fourteen thousand pounds.

Has any body else sent out any other stores, that were employed in the construction of that ship, that you know of?—None; certainly not.

Do you know, whether any Europe stores purchased in the Calcutta market, beyond those which you sent out, were employed in the construction of that ship?—I cannot say.

You have stated, that the copper you did not send out for sheathing?—I did not send it out.

Do you know whether that went from Europe, or not?—I do not.

Do you know whether it could have gone from any other place?—I cannot tell.

You have no estimate of the full amount of the articles sent from Europe, that have been applied in the construction of that ship, nor any account of them?—Over and above what I sent myself, I have not.

Do you know whether any sails were sent out?—None whatever.

Were they to be purchased at Bengal?—They were.

Of Indian manufacture, or European manufacture?—Indian manufacture.

Mr. Grant.]—Are you sure of that?—O yes, quite sure of it.

It is stated, I think, in that estimate which you have produced, that a 600-ton ship would cost three hundred sicca rupees per ton?—Yes.

That is about 37*l.* 10*s.* per ton?—Yes.

What is the price of building ships in this country, per ton, under 600 tons burthen?—I cannot answer that question.

The Committee understood you were a ship-owner?—I am, but I have not recently had any thing to do with a ship of that class; I have such a ship in the East India service, but she was an American; I cannot answer the question; I have heard that the price of building ships of that class, would be somewhere about three or four-and-twenty pounds a ton, but that means merely the hull of the ship and copper in the usual way.

Have you had any thing to do with the building of American ships?—I have not had to do with the building of American ships, but I have to do with a ship that was built in America.

What size was she?—532 tons.

Do you know what the comparative expense is of building in America and building in India?—I have heard that the price of building in British America is very cheap.

You do not know the comparative price?—I do not.

Do you know at all the comparative price between building in America and building in England?—No, I do not.

Do you know whether it is cheaper or dearer?—I understand the building in America is cheaper than here.

Was that a good ship you had?—Very much the reverse.

Have you heard of any good ships being built there?—I have heard that good ships have been built there.

Can you give the Committee any idea of the comparison between the price of them and those built in the river Thames?—No, I cannot.

Are they cheaper or dearer?—I understand they are cheaper than here.

Then if good ships can be built cheaper in America, and the ships built in India are to be excluded from the trade of this country, is not it probable, that those who have to carry on the trade of the country will rather build in America than the river Thames?—If I can form an opinion of the ships built in America by that which I have already described.

It is meant upon the general character of the vessels?—I cannot answer that question.

Mr. Grant.]—When you say, the sails which were for the ship General Kyd, were of Indian manufacture, do you mean that the canvas of which they were made was of Indian manufacture?—Certainly.

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Are you sure that it was not European canvass, manufactured into sails in India?—No, I understand it is Indian canvass, manufactured into sails there.

You speak from certain information?—From the information I have from the gentlemen; and I think that the estimate goes to that very fact.

Mr. Adolphus.]—Is the general character of American ships good or bad?—The general character here is bad.

Is that the badness of the building, or the badness of the timber, that you describe as bad?—The badness of the timber.

Is the building as good as English building?—I conceive not.

Therefore both in building and material they are inferior?—I think so, particularly so in timber.

Committee.]—Are not the East India company now building ships in America?—I am not able to answer that question.

Mr. Adolphus.]—When an American ship comes into use here, is it not general that she is obliged to go under a very heavy repair?—Not immediately; if a ship come here, on her arrival, it does not appear to me that she requires a material repair, but it often turns out that in the course of two or three years that ship does require a very heavy repair.

Your own particular experience gives you some knowledge on that subject?—Yes, it does.

What did you pay for repairing your vessel?—A very large sum; the ship which I husband, and which is now in the East India service, called the Ocean, of 532 tons, I think cost 14,700*l.* repairing, builders bill alone.

Besides other things, I suppose?—Yes.

Carrying it up to what?—Seven-and-twenty thousand pounds, or thereabouts, independent of her value on going into dock.

Committee.]—Does your knowledge in shipping enable you to say, when a ship, built as that upon which you have been giving evidence, in India, and freighted home here; and then taken into the East India service, will be repaired, will she be repaired here immediately on her coming home, or will she not be repaired till she has been to India and come back again?—The East India company require that she shall go into dock, in order to see whether she requires repairs or not, after she discharges her cargo.

Then if she be found sound, will she go to India and back again, without further repairs?—Yes.

Have you heard, or do you know of any articles, such as gun-carriages and pumps being now made in India, which used to be sent out from hence?—Gun-carriages I certainly understand are made in India, and pumps also.

Do you know that they are made better and in greater quantity now, than they were some years ago?—They are made in greater quantity now, because they are more required.

Have you not stated that about two thirds of the equipment of a ship is sent from hence?—I have stated that two thirds, I think, of the stores required for the ship in which I was engaged, was sent from hence.

How do you know that?—I judge of it from being acquainted considerably with the necessary equipment of ships.

What do you understand by two thirds of the equipment of a ship?—The small stores of the ship, a proportion of the cables necessary for the ship, a proportion of the anchors necessary for the ship, and a proportion of the guns necessary for the ship, and the standing rigging.

Two thirds of the standing rigging?—The whole of it.

You say that a large duty is paid on the exportation of goods to India?—I understand so.

Do you know to whom it is paid, to Government, or to the Company?—I cannot answer that question.

Therefore you do not know by whom it is imposed?—I do not know by whom it is imposed; but I understand that it is imposed, and a very heavy one.

Do you know what the usual proportion is of the cost of the Europe articles to the whole cost of the ship when she goes to sea from India; is it one third, or a quarter, or half, or what?—Fully one third, I should think.

You have stated, that the sails with which she would come home were sails that were made in India?—Yes.

When

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When she comes home, will not she be supplied to go out again with English sails?—I think so.

And every voyage afterwards, when she is equipped by the Company, she will be equipped by Europe sails and blocks, and other things from this country, after every voyage?—There are printed papers or indents given to the managing owners of those ships, which regulate their future equipment, and by which the managing owners must go.

And those printed papers oblige them to take out Europe sails?—Yes, and such articles as those printed papers mention.

Have you one of those papers?—Not about me.

Do you consider the ship of which you have been speaking will now be fitted out in the same way that she would be fitted out to go a voyage for the Company?—No; I do not.

Will there be any considerable increase of stores on her arrival in this country?—There will be a considerable increase of stores on their going from this country.

Will there not be a considerable wear and tear of stores in coming home?—It is natural to suppose so.

She will want new cables, will not she?—Yes.

How many?—It depends on whether those sent out already are used or not; if they are returned home in a fit state to go out again, they will be allowed.

What number of cables are required for an East India ship?—I think six.

How many of them are required to be new?—The whole of them on the first voyage.

If a cable is taken out in a ship, and brought home again without being used, is that considered as a new cable?—I believe not; I believe it is considered as a half-worn cable.

Do not you expect there will be considerable expense in navigating that ship home?—I do.

You have sent out a commanding officer?—Yes; and a chief and second mate.

And she will be manned with Lascars?—She will be manned principally with Lascars.

In addition to the 60,000*l.* you will have to pay the crew?—There will be six months advance paid to the crew there.

Do you include the pay to the officers, and the expense of sending them out?—I do not.

Will there not be a considerable expense in returning those Lascars to India?—There will.

Can you estimate that expense?—If my recollection serves me, I think I calculated it would cost me about 3,000*l.*

The insurance of the ship home you do not consider as included in the 60,000*l.*—No.

You have not estimated the freight home?—I cannot make an estimate because I do not know the price which will be paid for it.

You would insure the freight, would not you?—I would not insure the freight if it was left to me; but the builders conceiving, I presume, that the navigation was difficult or dangerous, have stated that they do mean to insure the freight there.

It is an insurable interest?—Of course.

Mr. Turner is a part owner of this ship, is not he?—He is.

Any other person here?—General Kyd is an owner.

And the builders?—And the builder in Bengal.

And yourself?—And myself.

Mr. Turner, I suppose, will have the supply of all the cordage and canvass, and every thing in his line?—Yes.

And you would have the supply of every thing in your line?—And I of course should have the supply of every thing in my line; Mr. Sims is also an owner; who is a part owner.

It is generally the custom for those trades who supply the ships to be the principal owners?—It has been the case of late, that they were obliged to take shares in order to obtain the business.

Then their principal object was to have the supply of the ship?—Their principal object was to have the supply of the ship, and to make money as an owner.

The captain generally takes a share of the ship, does not he?—Very often; not always; the captain has no share of this ship for instance.

There is no arrangement with the captain to have a share in this ship?—None whatever.

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In enumerating the articles sent out from this country as two thirds, you mentioned anchors; are there any anchors made in India?—No large ones, I believe.

None that could be used in such a ship as that?—A small anchor can be made in India.

Mr. *William Fearnell,* Called in, and Examined by Mr. ADOLPHUS.

Mr. William Fearnell.

I understand you are surveyor of shipping to the Transport Board?—Yes.

Were you bred to the business of a shipwright?—I was.

And served a regular apprenticeship?—Yes.

Did you practise it for many years?—Yes, for several years.

How long have you been in your present situation?—Upwards of nine years.

Are you in the habit of surveying ships that are tendered to the Transport Board for their service?—All ships that are tendered to the Transport Board in the river Thames.

Does that include merchant ships of every description nearly?—Merchant ships of every description.

Has that survey afforded you opportunities of comparing the merchant ships of the port of London with those of the Outports?—Yes, it certainly has.

To which is the preference to be given?—Ships built in the river Thames are preferable to those built in the Outports in any part of the kingdom.

Better in workmanship and materials, or either?—Better both in workmanship and materials, I should suppose from ten to thirty per cent.

Does the superiority of the Thames-built ships over those built at the Outports, countervail the additional cost?—I should suppose so, as to ships trading to the East and West Indies, but not to those in the Transport service.

Are the ships at present in the Transport service in good condition?—They are expected to be so; they are constantly kept in good condition, and if a ship arrives in part in bad repair, she is immediately discharged, unless the owner will give his consent to repair her.

Are the ships at present employed nearly new, or considerably used?—A great part of them are in very excellent condition; more than one third of the ships in the Transport service are of the first class, and therefore are in very good condition; but I am not prepared to state the exact number of that description.

When those ships shall be discharged from Government service, will they, in your judgment, be sufficient for the general trade of the country for some time?—I should imagine the greater part of them will.

Of course you have had a good many Outport ships tendered to you for the service of the Transport Board?—A great many; the principal part of the ships employed in the Transport service are built in the Outports; there are very few of the London-built ships.

Have you generally found it necessary, previous to your taking them into your service, to recommend new fastenings and securities for them?—It very frequently occurs.

Is that the case with Thames-built ships so frequently?—I do not recollect an instance of my recommending new fastenings to a new Thames-built ship; I have to ships that were old and required repairs.

When you say you directed additional fastenings to the ships built at the Outports, is that to the new ships?—That has occurred in some instances; several ships have had new fastenings, before I have considered them fit for the Transport service.

Is it within your observation and knowledge, that the large establishments for ship-building on the Thames are principally supported by the employment of the East India company, and of Government?—I have ever considered that they were.

If the employment of building large ships for the East India company in time of peace is removed from those yards, can they in time of war be able to afford the assistance that they have done to Government, in your judgment?—I should imagine not; if their establishments are obliged to be reduced, the number of workmen would be reduced, and they would not be able to afford it.

Do you know, within your own observation and knowledge, of India-built ships being admitted to the general trade of this country?—I understand that they are admitted to the general trade of the country.

You have seen ships advertised in the newspapers, to be sold for those purposes?

Mr. William Fearnell.

purposes?—I believe in the Public Ledger for the months of March and April, it may be observed that there are several.

Have you refreshed your memory upon that subject, by looking at any of those papers lately?—I saw a paper containing such an advertisement this morning.

Committee.]—What size where the ships?—Different sizes, one 600 tons, another 298, I believe another 400.

Mr. Adolphus.]—You have some knowledge of some of the ships built in his Majesty's dominions in America?—Yes, I have.

Are they as good as British-built ships?—They are not, certainly; I speak of the ships built at Quebec.

Not even so good as the Outport-built ships?—They are not so good as the ships built in the Outports of this country.

Do you know any thing of their comparative price, the Quebec-built ships with Thames-built ships?—It falls within my line of duty frequently to value them; I do not consider them worth half so much as a river Thames built ship.

Do you mean that comparison to apply to ships of equal size burthen, and apparently of the same age?—I do.

With respect to the ships that you have seen advertized, the Indian-built ships, of what size have they been?—I believe from 600 to 298 tons, or thereabouts.

Do you know comparatively the cost of repairing ships in the Thames, and in the Outports?—There is a difference I believe, of nearly one-third.

In favour of the Outports?—In favour of the Outports.

They certainly are cheaper?—They are.

Is that within your experience?—Yes, it is.

Is the quality of the repair in proportion to the advanced price in the Thames?—The prices of repairing the ships in the Outports of the kingdom, are reckoned to be about one-third less than if the work was done in the river Thames.

And is the work as well done at that price at the Outports, as it is in the Thames?—I consider, that it is not as well done.

Is the difference in the quality of the workmanship, equal to the difference in the price of it?—I think that it is not; I still consider, that a ship repaired in an Outport is cheaper to the ship-owner, than a ship repaired in the river Thames.

What is the proportion between the cost of building at the Outports, and in the Thames?—From 10 to 30 per cent. cheaper at the Outports.

[*Cross-examined by Mr. Spankie.*]

You were bred in the river Thames?—No, in His Majesty's yard at Chatham.

Your duty extends to the river Thames only?—My public duty is to survey ships offered to the Transport Board in the river Thames, or at any other port the Board may think proper to send me to.

Has your experience been confined chiefly to the river Thames?—My experience has been principally confined to the river Thames, as far as relates to merchants' ships.

You have stated the difference of cost in the River-built ships and the Outport-built ships, to be from 10 to 30 per cent.; have you any experience in the mode of building in the Outports yourself?—Yes, I have.

You have been there?—No, I have not; only from seeing them in the River; my experience has been principally confined to the merchant-ships in the river Thames.

In stating that the River-built ships are superior to the Outport-built ships, do you mean to state that they are superior in a higher degree, than the difference of price compensates for?—I consider that for the purposes of the East and West India trade, they are superior both in their construction and capability of carrying the greatest possible cargo, with the least registered measurement.

Do you mean to say that the difference of price is compensated for by the superiority of the article?—It is in the particular trades that I mention.

Do you conceive the superiority of the River-built ships to arise from any inability in the Outports to build such as are built in the Thames, or from their building for a different trade?—I consider they would be equally capable of building such ships at the Outports if they were paid for them, but they have been in the habit of building ships at a very low rate.

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I suppose a ship, like every other article of construction, varies in point of value with the employment to which it is to be adapted; some trades require a good ship, and for other trades an inferior ship will do?—Certainly.

Do not you ascribe to that circumstance the difference between Outport-built ships and River-built ships?—Not exactly, the ships built at the Outports are applicable to any trade; men will always be found to purchase articles that are sold at a low rate, and they may for a few years answer his purpose as well as a ship at a higher price.

You have stated that the ships in the Transport service are kept in a very good state of repair?—It is expected they should be always kept fit for His Majesty's service.

Are you aware of the proportion of the ships employed in the Transport service, to the general shipping of the country?—I am not prepared to answer that question.

Then you are not aware of the proportional effect which the return of the transport ships to the merchants service will produce?—I am not; I am not acquainted with what proportion the ships in the Transport service bear to the number employed in the commerce of the country.

Are you aware whether there is any considerable proportion of prize ships employed in the Transport service?—A great many; there are ships of all nations which have been taken as prizes, employed in the Transport service.

From your knowledge and observation in the river, does a considerable proportion of the employment in the builders yards in the river, arise from repairing?—A very considerable proportion of their employment arises from repairs.

Committee.]—What proportion does that bear to the employment given by building?—I am not prepared to answer that question.

Is it greater or less than the building?—I should rather think that it exceeds the business that they have by building.

Mr. Spankie.]—It is usual for ships after a long voyage upon coming to the Thames, to undergo some repairs more or less?—It is certainly.

Then, in your opinion, the effect of any considerable proportion of ships coming to London, of whatever nation they may be, and requiring repairs, will be to produce business for the ship-builders?—It will certainly tend to produce business for the ship-builders.

You probably are acquainted with the present state of the building upon the River?—I believe, at the present day, there is not a single ship building; I do not know of one.

Do you happen to know that at the present time, or perhaps for some months past, the Government has ceased to have the same demand for shipwrights, and persons of that description, as formerly?—For some months past, I believe, Government have not contracted for any ships in the river Thames, or elsewhere.

Do you happen to know whether the East India company have contracted lately for any Thames-built ships?—I do not.

In your opinion, in contemplation of a Peace taking place soon, would merchants requiring ships give orders?—I believe not.

That is not a time when orders for a new ship are likely to be given?—No, I think it would be bad policy in a merchant to give an order for a new ship at this time.

In your opinion, might the prospect of Peace, which has floated more or less for the last three months, have had any effect on the state of ship-building in the River?—I believe it has had an effect on the state of ship-building in the River; very few men would like to speculate in building ships, when it is not certain in what way they could be employed; it is also very probable that a great number of ships will be discharged from the Transport service, which would also prevent people from building.

So that till the effect of those circumstances were decided in one way or other, it would naturally tend to suspend the building?—I should rather think it would.

Re-examined

Re-examined by Mr. Adolphus.

Mr. William Fearnell.

Has there been any such opinion of Peace as to cause a decline in building so long since as for the last two or three years?—No.

Has ship-building declined within your observation during that period, in the river Thames?—It certainly has.

You say that now there is no building going on in the Thames?—I do not recollect a single ship.

Is there as much repair going on as usual in the large yards?—I believe very little.

People repair their ships, notwithstanding a rumour of peace, if they want repairing?—Certainly.

Merchants ships are not built, you say, when a peace is expected immediately?—I do not know of any building, and I ascribe it to that cause. I have mentioned, that if a ship-owner requires a ship just now, he had better wait till the transports are discharged, and then he will get a ship at a lower price than he can at present.

Were the majority of merchants ships, exclusive of those for the East India service, built in or out of the Thames principally?—Principally built out of the Thames.

Is it therefore the want of orders to build India ships and ships for Government, that causes the stagnation in those yards?—I should rather think it was.

Do prize ships generally require a good deal of repair?—Not a great deal; I should imagine if they required a good deal of repair, no persons would be found to purchase them, they would rather be sold to be broken up when they first come in.

So that only the prime prize ships do come into the trade at all?—I should imagine only those which are fit for the purposes of commerce, without entering into much expense to repair them; it would not be worth any man's while to afford any great repairs to a foreign-built ship.

Are ships generally repaired where they are built; are the Outport-built ships repaired at the Outports, and the Thames-built ships repaired in the Thames?—Generally so.

You do not know of India-built ships perhaps, whether they are repaired in India or not?—I cannot speak to that.

But where the slips are on which the ships are made, there it is natural they should be repaired?—It is natural it should be so, and I believe it generally is so.

When you speak of ships at the Outports being built at a low rate, do you take into consideration that provision and the daily labour of men is cheaper than in London?—Certainly it is.

When you speak of a ship being of one price or the other, you speak by the measured tonnage?—Yes, they are generally contracted for at so much per ton, for the registered tonnage.

Is that tonnage affected by the length upwards, and the breadth?—The registered tonnage of a ship is calculated from the length, measured from the fore part of the stem to the after part of the stern-post, and by the given breadth measured from outside to outside of the plank of the bottom at the broadest part; the depth of a ship, which is very material as to what she will carry, is not taken into the calculation for estimating the ship's tonnage. Ships built in the river Thames generally are as long, as narrow, and as high as they can well be built, therefore carrying generally more than their registered tonnage.

Then when you speak of Thames-built ships being dearer than those built at the Outports, do you mean merely that a ship of 500 tons built in the Thames, will cost more than a ship of 500 tons built at an Outport?—Certainly.

Does the increased capacity of the River-built ships countervail the difference of price there?—I think that it does for the purposes I have before stated, of the regular employment in the East India and West India trades, but not for the Transport service. Ship-builders at the Outports build their ships as cheap as they possibly can, with greater breadth in proportion to the length than the river Thames ships are built, thereby measuring greater tonnage, with not so much capacity of carrying as the River ships have.

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Do Government pay their transports by the measured tonnage?—They pay the transports by the registered measurement, and not by the actual capacity of the vessel.

[*Examined by the Committee.*]

You have stated that you have seen advertisements of India-built ships for sale, are they numerous?—Not very numerous.

For a long time past have you seen them?—I have seen them in the Public Ledger.

For a long time past?—Not prior to the month of February.

Have you known of any actual sale of an India-built ship since that time?—I have not.

Did any body suggest to you to refresh your memory by looking at those papers this morning?—I found a paper on the table of the Committee-room this morning.

If the Committee understand you rightly, the Outports have had no part of the India business, as far as you know?—As far as I know; I cannot tell whether they have or not.

Whether those ships you have seen advertized have been sold or not, you cannot tell?—I am unacquainted.

You are acquainted with the ships in the Transport service?—Yes.

What is the proportion of those ships that are likely to come into the trade of the country?—I should suppose seven-eighths.

What is the condition of them generally?—The general condition of the ships in the Transport service, may be said to be good.

Have most of them been repaired?—Many of them have.

How long do you think they would last?—A new ship, in the Transport service, may be supposed to last four and twenty years.

Is that the natural life of a ship?—I should rather imagine it is in the Transport service.

But none of those Transports are new ships?—Very many of them were new, having only performed their voyage from the Outports to the river Thames, to be taken up as Transports.

Taking the ships generally, can you say what number are old and what number of them have been built within ten years?—I am not prepared to answer that question; I have stated that one-third of the ships were in excellent condition, and may be considered as very good ships.

What is the average burthen of Transport ships?—I should imagine about 250 tons each.

You were understood to state, that the ships built in the Thames, were cheaper for some purposes and dearer for others, than the ships built in the Outports, and that you considered them cheaper for the East and West India trades?—Yes.

Do you know any thing of the building for the West India trade in the river Thames?—I have seen several ships built in the river Thames for the West India trade.

Lately?—Within the last four or five years.

Any since that period?—what is the latest period at which you have seen them building any West Indiamen?—I cannot speak correctly to that, I fancy it may be about two years since.

Ships for the West India trade have been built in this country within that time?—Yes, in the Outports.

Then how do you account for persons in the West India trade, who naturally wish to have the cheapest ships they can, building in the Outports, rather than in the Thames?—A great many ships are built in the Outports upon speculation, they are brought into the Thames, and are exposed to sale, and some few ships may have been contracted for in the country, but I think not so many as those which have been purchased in the river Thames, brought there for sale on speculation.

Do not they build on speculation in the river Thames?—I never knew an instance of it.

Do you know any reason for that?—The only reason that appears to be correct is, that ships built in the Outports are so much cheaper than any ships could be built in the Thames; therefore the preference is given to ships sold at the lowest rate, to the exclusion of River-built ships.

What is the reason if they were to set about it, why they could not build as cheap in

Mr. William Fearnell.

in the river Thames?—The price of labour, the price of provisions, and the expense of the large establishments of the River builders, all operate against it.

But if the River builders wanted work, would not it be natural that they should build, either on speculation, or for those trades, at cheaper rates?—I should imagine, if the River builders considered it their interest to build on speculation, they would do; so if they had the chance of selling their ships, without losing by them, I imagine they would build on speculation.

And they do not build on speculation, because they do build so much dearer, that they cannot come in competition with the Outport ships?—I believe that is the case.

If the Thames should lose the build of ships for the India service, do you think that the build for the merchant service, would move from the Outports to the Thames?—I think not.

What is your reason for thinking it would not?—Because they build so much cheaper at the Outports, than the builders can possibly do in London.

Do you think, if ships were prevented from coming from India, that taking into consideration the difference of prices at the Outports and in the Thames, the India ships would necessarily be built in the Thames rather than in the Outports?—I should consider, that they would rather be built in the Thames than at the Outports.

Mr. Adolphus]—When the persons at the Outports build on speculation, do they warrant the ship they build?—They do not.

Do they build it therefore of inferior material in such places as they can?—Very often.

The Thames builders never do so; I understand you to say, they build by contract?—I never observed that a Thames-built ship was improperly built.

Committee]—Do you know whether any East India ships have been built in the Thames, within the last three years?—I am not provided to answer correctly to the question; I have not seen any ship-building within that time, to the best of my recollection.

Do you think you saw any in the preceding six years?—Certainly.

A considerable number?—Perhaps as many as from four to six.

From four to six in a year?—I think I have.

That is from 1805 to 1811?—I think so.

And you think you have seen none since 1810?—Since 1810 I am not clear whether I have or not; I cannot answer the question as to dates.

Do you think the Thames-built ships are as well built now as they used to be formerly?—Yes, I think they are.

You think the scantling is equal to what it used to be formerly?—I believe that it is.

Does not the building ships as you have described, higher and deeper than those built at the Outports, render them more crank, and less safe?—They may be considered as more crank, but not unsafe at sea.

Are they not less safe?—They are less safe, no doubt.

In the Quebec ships you have spoken of, do you consider their inferiority arises from the timber?—From the timber principally, but also from the workmanship.

You attribute the decrease, within the last three years, to the admission of India ships?—I am not prepared to say that it arises from the admission of India ships.

Have there not been great efforts made in the private yards for some years past, in consequence of the demand of Government for ships of war?—There have been very great efforts made in the yards in which they were built.

What are the names of them?—I am not prepared to say the names of them.

Have those orders been completed, do you know, for the service of Government?—The ships have all been launched.

Is not that in itself sufficient to account for a considerable decrease in the ship-building in the Thames?—It certainly has decreased, from the King no longer having occasion to build men-of-war; that has been the great cause of the decrease in the Thames.

Do you know at what time the last of those ships were launched?—I do not, but a very short time since.

Then you do not apply the decrease to the yards where they have been building those ships?—I do apply it to the whole of the yards in the Thames; had it not been

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for building those ships for Government, most likely they would have had very little business.

Have you been acquainted with the yards in the river Thames, a considerable time?—Within the last nine years.

Have there been more ships, including the ships built for the service of Government, built in the river Thames, since the year 1805, than at almost any previous period?—I cannot speak correctly to that.

Have you any knowledge of the general state or progress of ship-building in the country?—I have not.

II.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Martis, 26° *die Aprilis*, 1814. - - - - p. 101.

James Walker, esquire.
Mr. William Fearnell.

Ordered, by The House of Commons, *to be printed,*
27 *April* 1814.

III.

Select Committee on East India-built Shipping.

Mercurij, 27° *die Aprilis*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

THE Petition of the Merchants, Ship-owners, Ship-builders, Rope-makers, Mast and Block Makers, and others; interested in the building or equipment of Ships, resident at the Port of Hull; was read.—No Agent appeared.

John Pascal Larkins, Esq. Called in; and Examined by Mr. HARRISON.

J. P. Larkins, Esq.

I believe you are owner and part-owner of Indiamen?—Yes.

Do you also underwrite?—Yes, I do.

Can you state to the Committee the expense of building and cost to sea of a River-built ship of 1,000 tons?—Yes; I fitted out a thousand ton ship, in the year 1809.

What was the name of that ship?—The Warren Hastings.

What did that ship cost to sea?—She went clear out of the River for 69,794*l.*

That included the advance of wages to the seamen, and provisions and every thing?—Every thing, exclusive of insurance.

Was that ship chartered by the India company?—Yes.

For how many voyages was she chartered?—She stands for the completion of an unexpired charter of a ship that was taken by the French.

In such cases, I believe, the ship that is so permitted to be built, or bought, or employed by the Company, for the remainder of a term of another charter, completes the term of the charter, and then afterwards takes the chance of being taken in or not, as the Company want her?—This ship finishes the charter of the ship that was lost, at the chartered rate; afterwards the Company are bound to complete six voyages, at the medium terms of freight, at which they can get ships in that year.

Do you know the General Hewet?—Yes, I do.

Was the General Hewet an Indian-built ship?—She was.

What was her tonnage?—Somewhere between 900 and 1000 tons.

Was it near 1000?—I believe it was; nearer a thousand than nine hundred.

Do you know the expense of building, and cost to sea of that vessel?—No; I cannot say; she was tendered to me to purchase by the owners in this country, and they asked me 35,000*l.* for her.

What age was she at the time she was tendered to you?—She had only made a freight home, and a very fortunate freight home, by which they made a great deal of money; for she came home loaded with rice, at the time that rice was very scarce, and they made a great deal of money upon her.

She was a new ship, to be taken up by the India company in this country, or for sale?—Yes.

Did you purchase her?—I did not.

What became of that ship afterwards?—She is now on a voyage for Government to Port Jackson, carrying out stores and convicts, and having a charter from the Company to bring home tea from China.

When you state that the ship was offered to you for 35,000*l.*, I wish to know in what state of equipment she was; was she then equipped and ready for sea, with the exception of provisions?—No; she was just then beginning to fit out,

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she had made the contract with Government; but I considered that she would cost me near 20,000*l.* to have fitted her to sea, to have made her fit to bring home a cargo of tea for the Company from China.

Where was she built?—She was built in Bengal, I believe.

Do you know the ship Larkins?—Yes.

What is the size of the Larkins?—Builder's measurement, 637 tons.

She was built in India too?—Yes.

Where was she built, at Bengal or Bombay?—She was built at Bengal.

You have stated that you know the Larkins, that she was built in India, and purchased by your nephew?—Yes.

How old was she when purchased?—About six months.

What did your nephew give for her?—About 15,000*l.*

Was she completely equipped, fit to go to sea, with every thing in fact but provisions?—She was as completely equipped as those ships come from India, which is in such a state, that nobody would trust themselves to go into.

As completely as the ships generally are in India?—Yes; that is to say, when they come here they want every thing.

Was she coppered?—Yes, coppered upon iron bolts.

When you say that she is in want of every thing, what do you mean?—The alterations of the hull was mere matter of accommodation for the captain and passengers; but when I tell you that I purchased her for 23,700*l.*, and that she cost me 19,850*l.* to sea, you will conclude she was in want of every thing besides the accommodation of the captain and the passengers; I did add some knees and beams to fasten her better; her builder's bill was about 5,000*l.*, out of Mr. Brent's hands.

In that bill was included the charge for the alterations, for the captain and passengers?—Yes; the reason of that large sum that was given for her was, before I purchased her I let her to the Company at a very advantageous contract, which made her purchase so large.

Committee.]—Did you buy her of your nephew?—As agent for my nephew, I first let her to the Company; then I became the purchaser.

Mr. Harrison.]—Will you be good enough to state in general terms, so as to give the Committee an idea of what the nature of what she required here was, what sort of equipment she required, in order to fit her for the Company's contract?—She, in the first place, wanted a great deal of alteration in the hull.

That you have stated was for the captain and passengers?—No, besides that.

Of what description were the alterations in the hull, and for what purposes were they required?—Two sets of bits for her cables, a new capstan—in short the Company's surveyors come and order such things as they chuse on board the ship, and the owners are obliged to submit when they come into a contract with the Company; I had a powder room to make.

They order things unnecessary?—No, I do not say that; but if you let a ship to the Company, you must do as their surveyors bid you.

You did not take out the iron bolts, and put in copper bolts?—No; I wish I had.

Have you had experience enough of vessels of this sort to form any judgment, as to whether this ship will last you longer upon small repairs, than a River built ship?—Most certainly.

You consider that she will last you longer?—Not a doubt of it.

Would you, under comparative circumstances, therefore prefer the buying an India-built ship for the carrying on the India trade to a British ship?—In point of emolument I would, certainly; I would give more for a teak-built ship than a British-built ship.

That profit and emolument naturally will lead you to purchase the vessel that will bring you most?—Most certainly.

Did this ship come home upon freight?—No; she was loaded home by the purchaser of the ship, my nephew, and consigned to me.

Do you know what freight she earned home?—No; as it was all his, I did not nquire.

The freight of the ship came into the profit of the adventure?—I do not think she made much freight, because she came home in cotton, when it was at a very low price, and we were glad to get it off our hands.

I need

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I need hardly ask you, whether the India-built ships that are taken up by the India company have a considerable advantage in the freight home, before they commenced their contract?—Most certainly.

Where is the ship Larkins now?—She is now going out with her third charter for the India company.

If she was to require any further repairs in the course of her voyages for the Company, should you repair her here or in India?—I should not suppose she will want repair for many years to come; that she will want copper bolts in lieu of the iron bolts, I expect; that I should take an opportunity of doing in India if I could; because the teak sheathing and the gulgul which they use with it, is so much more durable than any copper laid on on the fir timber in this country, that I conclude she would go an additional voyage, or even more; nay, I have a proof of it; because I had a new ship that went out upon her second voyage at the same time that she did her third voyage, which I have been obliged to new sheath; whereas this ship is going her third voyage in the Company's service, without new sheathing.

Will you state to the Committee what gulgul is?—It is a kind of hard lime, a cement that is laid at the bottom, and it hardens like stone; and in case the copper was to get off, it would not be penetrated by the worm; a ship could have no defence of that kind in this country.

Is a material made something in the same way, when applied to houses, called chunam?—Yes; it is mixed up with oil.

It is a very fine lime made of sea shells?—Yes; and mixed with a drying oil, that makes it as hard as any stone.

You are now describing to the Committee what you know of your own personal knowledge; I believe you have been in India?—Yes.

You have told the Committee, that the Larkins is now performing her third voyage, and that she does not want repair now?—No.

That another ship that you have had, that has gone only two voyages, built in this country, did require repairs at the end of her two voyages?—She has been new coppered and sheathed, and is going out; she is now lying at Gravesend.

And that for durability, and also for repairs, and the durability of those repairs, you should prefer an India-built ship and an India repair, to a British one?—Most certainly. I have also one further observation to make, which is, that the one ship has required a complete set of masts and yards, whereas the Larkins is going out with the same masts and yards that she came home with at first.

I need hardly ask you, whether the Larkins masts and yards were the produce of India?—All.

[*Cross examined by Mr. Grant.*]

Can you state, whether the expense of building has increased of late years, and in what degree?—Oh, yes; in this country certainly; the first ship that I contracted for in the year 1793, was contracted for at 12*l.* 10*s.*

What was the size of that ship?—Fourteen hundred tons; she was purchased by Government in the following year, when there was very little progress made in the building; and the price of building to relay her keel, I believe, was 15*l.* 10*s.*, or 17*l.* 10*s.*; I cannot tell which, I think it was 17*l.* 10*s.*

Are you sure it was not above 17*l.* 10*s.*?—No, I am quite clear it was not beyond the 17*l.* 10*s.*

Will you compare that with the present rate?—I sent a ship of 700 tons to sea last year, which cost me eight and twenty pounds per ton.

To what do you ascribe this increase of expence?—To the general rise in all materials, and a general rise in the labour of shipwrights.

Do you not know that there has been a very great increase in the price of timber within the last twenty years?—In the contracts I have been making with the builders, the argument used by them is, that the increase has been so much, that they cannot do it without an increase in the rate of building.

Has there been a great increase in the price of shipwrights labour?—Very great.

Do you know that of your own knowledge?—It is impossible to check the charge of the ship-builder for shipwrights labour.

Will you explain what you mean by checking shipwrights labour?—The fact is, when you put a ship into a builder's hands, a respectable man, you put her into his yard, and you have every confidence in him, and he goes on with the repairs; you

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have a surveyor to see that the work is well done; but you have no check whatever as to the number of men employed, or time, at all.

Do you mean to say it is impossible to check a shipwright's bill?—Completely so.

You therefore must entirely rely on the person who contracts?—On the honour and integrity of the person who contracts.

Do you know, whether the charge for shipwrights labour is generally made in a lumping sum or not?—I believe generally.

Are the other items lumped in the same manner?—No; stuff for certain purposes, and then labour of the shipwrights and caulkers.

But the stuff is lumped as well as the labour?—No, they always specify the number of feet of timber for such a job.

Can you state any other reason why it is difficult to check the charges for shipwrights labour?—The shipwright very frequently lets job work on the repairs of a ship, which comes very heavy; I believe a shipwright may earn a guinea a day in job work.

Why is it therefore difficult for you to check?—A man that takes a job in hand, will work so much earlier and so much later, that he will earn his three days work in one, so that it does not furnish any criterion to judge by.

So far therefore, you have scarcely any possible means of checking the quantum of the charge?—No.

Is it usual for India-built ships to require repairs as much as the ships that you have mentioned, which you have stated to want every thing doing?—No; probably it is not every body that would enter into making the ship so comfortable, as I did the Larkins, because I had a pride in her, and she was a hobby horse, and I laid out more money on her than others probably would.

You stated that the General Hewet would have cost you near 20,000*l.* to fit her out for a voyage afterwards?—Yes.

Does that give any criterion of what India-built ships in this country require in the way of repair, before they can return to India?—There is scarce an India-built ship that comes home to this country, that does not want a great deal of iron fastenings, and a great deal of other repairs, before the East India company's surveyors will receive them into their service.

But however, I understood you to say, that upon a given quantity of repairs, a teak built ship will last longer than a ship built of other timber?—There is not a doubt of it; I dare say she will last double the time, with a great deal less repair.

Which doubtless you would consider as a great advantage, in the character of a ship owner?—Certainly.

Whatever disadvantage the durability of these ships may produce to the shipwrights, it is in the same degree highly advantageous to the ship owner?—Certainly.

Do you consider in general, that the trade would be carried on cheaper by India-built shipping, that by Thames built shipping, or not?—While the price of materials is as high as it is now, I consider that it would be very materially cheaper, indeed; what reduction the peace will bring upon the price of materials, it will not be possible for me to judge of; taking the present price, I should say wonderfully below it.

Speaking as a person conversant with these subjects, you would conclude that a greater quantity of shipping would be likely to be employed between the two countries, if it were India-built shipping, than if it were Thames built shipping; would you not?—I have no doubt, but if registers were granted to India shipping, in the course of a very few years you would have very few oak ships in the ports of England.

My question is merely, whether the quantity of shipping employed between England and India, would not be likely to be greater if it were Indian-built shipping, than if it were English-built shipping?—In the course of time, they would be all teak ships that would be employed in the trade to India.

My question is merely, whether the quantity of shipping employed between England and India, would not be likely to be greater if it were Indian-built shipping, than if it were English-built shipping?—It becomes a great commercial question; and if I might presume to give my opinion, the present high price of sugars will be the means of bringing home more tonnage from India for the next two or three years, than any after tonnage will probably be.

Committee.]

Committee.]—If the vessels employed to carry the produce from this country to the East, and from the East to this country, cost much less than they do at present, would not the quantity of business be increased in consequence of it between the two countries?—Taking it as a commercial question, I think, if a man has a speculation in hand, it will be immaterial to him whether the ship costs a few thousand pounds more or less to sea; and therefore I think it is the high price of sugars which secures a profit to the gentlemen that are now going out on speculation to India; that makes the quantity of tonnage now sent out to India. *J. P. Larkins, Esq.*

Committee.]—Are you yourself engaged in the India trade?—Only as a ship-owner.

You do not know any thing of it as a merchant?—As agent for the commanding officers of ships; certainly, so far as that.

Mr. Harrison.]—As agent for others, I believe you are considerable importer and exporter?—Certainly.

Mr. Grant.]—Do you know whether there are not many species of articles that might be imported from India to this country, which will not bear an expensive carriage, and which would be likely to find their way here, if there were a cheap freight?—Not at all; because, in the construction of a cargo from the East Indies, there is such a mixture of valuable goods and goods of little value, that ships may be perfectly loaded with all sorts of goods.

Do you mean to say, that in bringing home bulky articles, a merchant does not at all take into his account what the freight is?—Surely.

Suppose he wishes to bring home cotton wool, does not he consider whether there be any cheap mode of conveyance for it or not?—No doubt of it.

Will it not then, on the whole, make a sensible difference in the amount of the imports brought home, whether there be established a cheap set of shipping between the two countries or not, for the transport of such commodities?—You have touched upon the article of cotton wool; and I suppose, when things find their level in the time of Peace, very little cotton will come home from there, as it will come so much cheaper from South America.

Do you mean to say, generally, that under no circumstances the imports from India to this country would be increased by having freight cheaper?—Certainly they would.

I understand you to say, that, upon the whole, the India-built ships require less of repair than ships built in this country?—No doubt of it; they may be sailed much cheaper.

But is it not possible, that the increase in the number of ships might make up from the small amount of repairs required by each individual ship?—No; because, as owner of a teak-built ship, I should certainly make all my repairs in a country where I could repair with the same material; I would not strike a hammer upon a teak-built ship in this country, if I could avoid it.

In point of fact the teak-built ships are repaired in the Thames every day?—They certainly are, what little they want; but it is very trifling their repairs.

Do you know whether the India-built ships employed by the Company, have not usually been repaired at home?—They must undergo a certain inspection and repair by the Company's officers.

I understood you to state, that the masts and yards of the Larkins were entirely of Indian wood?—That is to say the masts and lower yards, but the small yards and upper masts are all made of fir, which was carried out by America and by this country to India; the top-masts we generally have of pine, if we can get them.

[*Re-examined by Mr. Harrison.*]

I believe the vessel that you stated you repaired, in which you had the sum for work put in a lump, was repaired in Mr. Barnard's yard?—Yes, it was.

What vessel was it?—The Walmer Castle.

How long ago was that?—Near four years ago.

Have you employed Mr. Barnard since?—Yes; and hope I shall as long as I live.

Then am I to understand, that you did not state that that charge had been made to you, with the least view to throw an imputation on the builder you employed?—On the contrary; Mr. Barnard's bill and charges were the lowest of all the ships of that year that were fitted.

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Then we are not to understand that there is any impossibility of checking the general charge of work, if you suspected an improper charge, and wished to do it, but that you have no motive or interest to do it, when you are employing a respectable person?—Certainly not.

And that general charge has not induced you to withdraw your employment from Mr. Barnard?—Certainly not; I was satisfied with the general amount of the bill.

I understood you to say, that you did not trade between England and India yourself?—No; I seldom exported any goods upon my own account, but acted as agent for the captains and officers of my own ships.

Then as agent for others, are you in the habit of exporting and importing from India, so as to give you a knowledge of the trade carried on between the two countries?—Most assuredly.

Have any repairs been made upon the Larkins subsequently to her first outfit here?—Nothing, but mere caulking and joiners-work, that must be done every voyage.

Nothing but what you call the mere wear and tear of the voyage?—Nothing.

I think you before stated, that the Larkins is now upon her third voyage, and you did not expect she will want any immediate repair?—Certainly not; she made an additional voyage in India, carrying a thousand tons from Bengal to Bombay and back, in addition to the three voyages, with the same copper on.

If the ship-building in India increases, so as to produce greater skill on the part of the ship-builders there, and an attention to all the circumstances that will be required by their owners, will the necessity of that sort of fastening and that expense be entirely done away with?—Certainly.

Do you then apprehend, that if India-built ships are admitted to registry in the India trade, that that will be the natural consequence?—No doubt of it.

Have I taken your evidence right, in supposing, that if India-built ships are admitted to registry for the purpose of carrying on the trade between India and England, that they will very soon drive the British ships out of the market?—There is not a doubt in the world of it.

Out of the trade carried on by those merchants?—Certainly.

[*Examined by the Committee.*]

You have been some time engaged in shipping?—All my life.

Have you then had, at various times, ships under repair?—Certainly.

By seeing the ship when she comes in, you know generally the sort of repairs she wants?—No; paint may make a ship look very fine, and when you come to look at her she may want every thing.

Before they begin to work upon her you have a general idea what is the sort of repair she wants?—Certainly; they always know the age and the service she has done; her history tells us.

Will you tell the Committee, whether, looking at the repairs made in the ships, you do not now pay considerable more for shipwrights work in the repairs than you did some years ago?—Yes, certainly; but then there are many more repairs, ships render more service to their owners than they did many years ago; our ships never performed more than four voyages in the Company's service formerly.

Do not you pay more for shipwrights work than you did ten years ago?—Certainly we do; but within these ten years the Company's large ships have been doubled.

Explain what you mean by doubled?—I mean covered with four-inch oak plank, and heavy repairs gone into for the preservation of the timber of the country, which has been very expensive.

Then, in point of fact, in the same species of repair the work done by the shipwright is more than it used to be?—A great deal, and the charges higher.

And you infer from that the shipwrights labour is not increased?—I certainly infer that it is increased.

It is increased in price?—Certainly.

Does not the high price of shipping operate as a part of the price of the goods, when they are to be sold?—Of course, persons who give heavy freight for ships, cannot afford to sell their goods so low.

If foreigners should enter into any competition with us, in bringing goods from India, would not the circumstance of our shipping being dearer than theirs, operate

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as a bounty in their favour?—Unless we were protected by some law in this country, it certain y would. *J. P. Larkins, Esq.*

Is not the chance of this country being the general carrier or supplier of the other countries on the Continent with India articles, depend upon our being able to bring those articles in the cheapest way possible?—That is a question, I think, that is certainly self-evident; there is no doubt of that.

Then does not our chance of being so, the carriers of Europe, depend upon our employing the India ships in the intercourse between the two countries, you having stated that it is the cheapest?—No doubt of it.

If those ships are much cheaper than European ships, taking their quality into consideration, is not it probable that if they are excluded from the trade of this country, that foreigners would be very desirous of getting possession of them, if they had the opportunity of buying them?—I think that it is very probable.

Then is not it probable, from those circumstances, that by excluding the India ships from the intercourse between this country and India, we should run a great risk of throwing the chief trade of India, for the supply of Europe, into the hands of foreigners?—Not while we possess India.

That is, you mean unless we protected ourselves by some duties imposed in India?—Foreigners always paid a double duty in India while I was there.

You mean, unless we protect ourselves by some additional duty?—Certainly.

You mean, by the last answer, unless we impose some additional duties to those that foreigners now pay?—Certainly.

As a ship owner, will you state which is the greater expense of the two, taking a ship's natural life through her original build, or her repairs as they are used now?—As they are used now; certainly her repairs.

Can you at all state in what proportion?—No, I cannot.

In what year was it you purchased this ship in Bengal, the Larkins?—The year 1808; she was launched in November 1808.

Ships at that time were rather cheaper?—Yes; there were a great many ships for sale there, certainly.

How much would that ship have cost you to build in England, for the hull?—I suppose she would have cost me more than 17*l.* or 18*l.* a ton.

What would an 800 ton ship have cost building in the Thames?—An 800 ton ship would have cost at that time eight-and-twenty pounds a ton.

I think you bought another ship at nearly the same time, the Warren Hastings?—Yes.

How much might you give for that ship in Bengal?—She was bought for nothing; she was bought and fitted to sea for———1,30,000 rupees, I think.

She was a River-built ship?—Yes; and she lay by in the Ganges till she was rotten, and then she was purchased by some gentlemen there.

On her arrival in this country, was not she sold?—Yes; to my cost.

She was sold as she came from sea?—Yes.

Without any previous repairs?—Yes.

And for how much money?—£. 31,100.

She has since been taken up by the Company?—One voyage.

What did she cost in repairs after she was sold for that 31,100*l.*?—She cost me 69,000*l.* to sea.

And how much since?—Since, her builder's and smith's bill are 18,500*l.*

What was her tonnage?—1,270 tons.

She was an old Indiaman?—Yes.

Built in the Thames, was not she?—Yes.

You say the Larkins cost you 19,000*l.* for repairs here?—Repairs and outfit; she wanted every thing; her anchors were light; she wanted a set of guns and sails.

Part of which was the builder's bill for the repairs to the hull?—Yes; amounting to 5,000*l.*

The builder would have built this ship for eight-and-twenty pounds a ton?—A great deal less than that.

Then you suppose his bill for 5,000*l.* must have been nearly one-third of what you would have built the ship for?—Yes; I suppose it was.

Do you think that there was one-third of the materials and labour there would have been in building a new ship?—I told the Committee it was a sort of hobby horse; I put a new stern to the ship which I had no occasion for, and I completed a set of beams in the hold by way of strengthening her.

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There were some beams before?—Yes.

How many do you suppose?—I believe I put eleven new beams in her, and fastened all that were in before with iron fastenings.

You have said that materials for ship-building have very much increased in price?—Yes.

Has iron, do you think, increased in price?—No; I know it has not increased in price.

Has not it decreased?—It has decreased.

You have stated, that the ship-builders object, in the building of ships, that the timber is very much increased in price; do not they also say that it is difficult to be got?—No, I never heard that; there was an argument of that kind made use of by the ship-builders some twenty years ago; but I believe it was laughed at afterwards.

You say that the ships have an advantage in the freight; is not the expense of bringing a ship home from the East Indies considerable?—Not compared to the expense of other ships; they bring them home with black seamen, and the provisions are very cheap.

But there is insurance on the ship?—That operates both ways.

It is to be set against the earnings?—Of course.

And when you bring home Lascars, there is a great expense in sending them out again?—Yes; but it does not amount to the difference between the price of them and others.

You have said a shipwright working at task-work may earn a guinea a day?—I have heard that.

Do you know the prices of tasks?—No; I do not, indeed; the prices of tasks must be proportionally to the strength and ability of the man that undertakes them; a stout man, with a good head, will earn three times as much as a slender man, with perhaps slender abilities.

But how much each kind of man will earn, you do not know?—No; I am not competent to answer that.

Do you know how long a man, who has taken work to do by task, is allowed to work in a day?—He is allowed to work all the four-and-twenty hours if he pleases, if he takes it by task; nobody has a check upon him at all.

Then if you do not know the prices paid to each description of workmen, when he works task-work, how can you tell how much he will gain per day?—Because I have heard that from very respectable authority.

Then you do not know it of your own knowledge?—Of course I cannot.

You have said that the trade to India will be increased by the use of cheaper built and cheaper repaired ships?—Of course their freights must be lowered; where you can get it at an easy rate it will lower the freight materially, and probably there may be more gruff goods come from India.

You say the freight is a clog upon the trade?—When freight is reduced from India, freights from other parts of the world will reduce in the same proportion, and they will meet you from America or South America, with freight as much lowered in proportion as you will lower your freights to the East; they will have just the same competition upon you.

Do you know that any India-built ships, in the employment of the Company, have been repaired in India?—Oh, yes; I can answer that myself; for I have seen the Company's ships in repair in India.

How long ago?—A great many years ago; it is five-and-twenty years ago since I was in India,

If the build of ships for the India trade should be transferred from the Thames to India, do you think they would come there to be repaired also as well as built?—I think they would, certainly.

In such case the Thames would lose the benefit of repairing the ships in the India trade, as well as the building of them?—Most certainly; they would have only just the mere little caulking and jobs that cannot be done without.

Such as are now done in India, instead of the Thames?—Yes.

Do you not think that our trade with India may be defended by a due rate of export duty laid in India upon all articles thence exported in foreign ships?—Certainly; if you a lay a duty, you will exclude the foreigners from coming; it depends on the duty you may lay.

Do you think that by the present duties on export in foreign bottoms from India, the

J. P. Larkins, Esq.

the British trade with India is sufficiently protected?—I am not competent to answer that question, because I am not informed of what the export duties are at this moment.

Mr. Adolphus.]—Do you happen to know, in point of fact, whether the freight has increased from India to this country with the increased expense of the British built ships, or whether it has lowered?—I should suppose the freights in the country ships are much lower than they could ever be in a British ship, certainly.

I mean to ask this question, taking as a fact, that the price of building British ships has increased of late years; is the price of freight from India to this country higher, or is it lower now than it was some years ago?—With respect to us it increases in proportion, because we have a fixed peace freight, and the Company pay all the extra freight in the time of war.

Do you know, whether in point of fact, the East India company have obtained their freight on lower terms than in British ships, by employing India-built ships?—No, certainly not; there are some of the Company's teak ships that are on much heavier terms than any of the oak ships; persons endeavour to make the best terms they can with the Company.

Committee.]—Cannot foreigners build ships in the Rangoon river?—They always have done it; the French have built a number of large ships in that river.

Can teak wood be imported into this country?—I should doubt it; it would come too high to make use of.

Supposing all duties to be taken off?—I do not think it would pay freight.

Do you think teak plank could be imported?—No, I do not think teak plank could.

The cheapest way of importing teak wood is as a ship, when built?—Certainly.

And that is the only way in which we can get that valuable wood in this country?—No doubt of it.

As a merchant, would not you give a higher freight on a good ship than an inferior one?—Most certainly I would.

Mr. Isaac Sparrow was called in, and examined by Mr. ADOLPHUS.

Mr. Isaac Sparrow.

You are, I believe, clerk to Messrs. Barnard and company, ship builders at Deptford?—Yes.

How many years have you been in the employment of those gentlemen?—Four and thirty years, with Mr. Barnard and his father, in the concern.

At that place?—Yes.

Of what extent is their establishment, what docks and slips have they?—They have three docks and four slips, at Deptford and Rotherhithe.

In the whole of their establishment?—In the whole of their establishment.

Are any of those double docks?—Two double docks.

Two out of the three are double docks?—Yes.

Have you any means of knowing the expense of repairing in the River a British built ship of 500 tons, for different voyages?—Yes.

You have a statement upon that subject?—Yes, I have.

How is that made up?—It is made up from our books, at the different times she went her voyages, which were five, as the bills were delivered to the owners.

These are the repairs then for five voyages?—Yes; for five voyages. I should beg leave to state one thing; though I said five voyages, this ship, the Tigris, is now going on her fifth voyage, of course I could not make up that account so accurate as I could wish; but I think it is very near that sum, perhaps 20*l.* or 30*l.*

[*The Witness delivered it in.*]

AMOUNT of Shipwright's Work and Stores on the Tigris, five Voyages.

			£.	s.	d.
1803:	March 27.	To shipwright's bill and stores - - -	1,243	16	8
1807:	May 24.	To - - D° - - D° - - - -	1,357	6	11
1809:	June 28.	To - - D° - - D° - - - -	6,915	16	7
1811:	May 25.	To - - D° - - D° - - - -	855	9	1
1814:	April.	To - - D° - - D° - - - -	1,200	—	—
			£. 11,572	9	3

Mr. Isaac Sparrow.

That is a British built ship?—Yes, a British built ship of 500 tons.

Do you know the expense incurred by repairing an India built ship in the River, for the same number of voyages?—Yes; I have a statement of that, for the same number of voyages.

[*The Witness delivered it in.*]

AMOUNT of Shipwright's Work and Stores on the Sir William Pulteney, five Voyages.

			£.	s.	d.
1805:	Feb. 2d.	To shipwright's bill and stores - - -	863	16	4
1807:	June 6th.	To - - D° - - D° - - - -	1,174	10	2
1809:	Feb. 17th.	To - - D° - - D° - - - -	771	11	5
1810:	Nov. 12th.	To - - D° - - D° - - - -	1,851	10	3
1812:	Nov. 7th.	To - - D° - - D° - - - -	1,032	9	6
			£. 5,693	17	8

For how many years have you been in the habit of purchasing oak timber for Messrs. Barnard?—I think, to the best of my knowledge, for six or seven and twenty years.

In that time have you ever been unable to obtain a sufficient quantity for their use?—Never.

I mean of any species of oak timber, large or small?—No, never; we never were in want at any time, we could always procure sufficient for our own use.

What sort of ships have you been in the habit of building in that time?—East India ships, and 74 gun ships for Government.

If you had an order for ships of that class to any extent, should you be afraid of executing it for want of timber?—I think not, there is no doubt about it.

Do you know whether Messrs. Barnard and Roberts were regularly brought up to the business of shipwrights?—Yes, both of them.

Do they reside on the premises, and superintend their own concerns?—Yes, they do.

Has their employment principally been upon large shipping of the description you have mentioned?—Generally so.

Is that the kind of building which affords the most steady and constant employ to shipwrights and artificers?—Yes.

In peace and in war?—Yes.

Can that employ continue to be afforded, if the building of these large ships is taken away?—I should think not.

Will the consequences be injurious to a great number of industrious people?—A great number feel the effect of it very much.

Are the persons employed about you regularly bred to the very businesses that they exercise?—Yes.

That is to say, are the shipwrights regularly apprenticed, and brought up as shipwrights?—Yes.

The joiners as joiners, and the sawyers as sawyers, and so on?—Yes.

Can the shipwrights, if out of work, readily turn their hands to other employ?—I should not think they could.

Is the nature of their employ, or the tools that they use, different from that in any other business?—Yes, it is a different kind of tool.

How many ships have you built within the last three years for the service of the East India Company?—Two.

What were their names?—The Asia, and the Marquis Wellesley.

Were those ships built on the bottoms of other ships?—Yes, they were both built on the bottoms of other ships; the one was the Lord Nelson, and the other the Asia, which were both lost.

Was it in consequence of the loss of those ships that you were called upon to build other two upon their bottoms?—Yes, I should think it was.

Is not that a privilege reserved by the ship owners to do so; to build a ship on the bottom of one which is lost?—Certainly, I believe it is.

Would those ships, in your judgment, have been built in your yard, had not the other two been lost, so that the building of those was required?—I should think not.

Have

Mr. Isaac Sparrow.

Have Messrs. Barnard & Roberts, within the last year, sold timber and plank that formed part of their stock?—Yes, last year.

How much?—About six and twenty load of timber and plank, about 2,000 load of timber, and 600 load of plank.

Sold it unmanufactured?—Yes, as it was received by us.

What quantity of oak timber and plank have they now on hand?—Fourteen hundred load.

To what class of persons did you sell that?—To a contractor, to go to Government; and it did go to Government.

Committee.]—For ship building?—Yes, for ship building.

Mr. Adolphus.]—What sized timber is that you have now on hand?—It metes about 87 feet, one tree with another, taking the number of trees and the quantity.

What sized ships is that calculated for the building of?—It is adapted for the building large East India ships, or seventy-fours.

Have Messrs. Roberts & Company had any offer of oak timber this season?—I have a great quantity of oak timber offered now for them.

From whence?—From the timber merchant, who has purchased it in Berkshire, and some in Essex.

What is the timber merchant's name who has made you this offer?—In Berkshire, his name is Smith.

Where does he live?—Newbury.

Who is the person in Essex?—Bridges & Halmer.

Of where?—Of Mistley, near Maningtree.

To what extent have they offered you timber?—About 1,200 load.

The two together?—Yes, the two together.

Of what description of timber?—It is large timber, fit for building large ships.

At what prices have they made you those offers?—There has not been any price fixed, only they offer for me to see it when it is fit to see, and then to agree for price; which is the common way of purchasing oak timber.

Have you accepted the offers that have been made by those two merchants?—I am to see it when it is in a state to be seen; when it is manufactured I may see it.

Was the price of oak timber in the last year falling or rising?—It rather fell.

Could you, if your business required it, undoubtedly procure a great quantity of oak timber and plank, immediately or speedily?—I should suppose that I could procure enough to build two ships.

Without delay?—Without delay; I should suppose so, at least, from what I have understood.

Committee.]—How many load goes to the building of a twelve hundred ton ship?—I suppose between 1,800 and 2,000 load.

You reckon a load and a half to a ton?—Yes.

That is your regular computation?—Yes.

Does that include timber and plank?—Yes.

Mr. Adolphus.]—Do you know whether, at the time when your yards have been in full employment, you have still had an opportunity of accommodating the King's yards with timber and plank, when they wanted it?—Not at the time we wanted timber and plank we could not; we could get a supply for ourselves, but never purchased to sell again.

Have you ever had applications from Government upon that subject, when your yards have been in full employment?—No, not at that time; the only reason was, to keep a connexion, that we purchased and sent it to the dock-yards, because we could not accommodate it in the yard, for want of room.

Then it was not selling off part of your superfluous stock; but you bought it to keep up a connexion, and sold it to the King's yard because you had not room for it?—Yes.

[*Cross-examined by Mr. Spankie.*]

Have you brought with you a list of the comparative price of oak timber for the last ten years?—No, I have not.

What was the price of oak timber in 1802?—I cannot bear it in my mind; I did not come prepared for that.

Mr. Isaac Sparrow.

Can you state generally, what has been the rise in the price for the last ten years?—I can only speak loosely, as I have not looked at the book to tell; I suppose two pounds a load.

What would have been the price ten years ago?—About 7*l.* a load.

What was it in the year 1813?—8*l.* 10*s.*

When you say you never found it impossible to get any timber you wanted, you mean that it could be had for a high price?—Yes.

But do you mean to say, that in those years it was not scarce?—I never found any scarcity; I could always get it at a market price.

Do not you conceive that the market price is fixed by the plenty or scarcity of a commodity, compared with the demand for it?—By the demand certainly.

At the time that you parted with this timber to Government, you have stated that you had a considerable stock on hand?—Yes.

Did you ever know, upon any former occasion, Messrs. Barnard to part with any when they were overstocked?—Only in one instance, and that some years back; and that was supplied to another ship-builder's yard.

You being overstocked at the time?—We being overstocked at the time.

How many years ago is that?—I should think it is fourteen or fifteen years ago; Messrs. Barnard had a great stock, and Messrs. Perrys of Blackwall were in want of timber, and we could not accommodate it in our yard, so that they had it from the wharf, where it laid for us at Ipswich.

I think you stated, that Messrs. Barnard have chiefly been confined in their building to East India ships and seventy-fours?—Yes.

Would their premises be fit to build ships of 500 tons for the West India trade?—Yes,

The same slips that build one would build the other?—Yes.

So that if there should be a demand for that species of ship, their yard could supply them?—Yes, certainly.

Would any great expense be required to accommodate their establisnment to the building of any class of ships, downwards from 1,200 tons, to the building of ships of two, three, four or five hundred tons?—They could build them certainly.

Without occasioning much expense in fitting up their premises?—Certainly.

You have stated the steady and regular demand has been for building for the East India company; if there were a regular demand for building ships of one, two, three, four or five hundred tons, would not that give a sufficient employ to their workmen?—I should not think small ships would give employment to so many people.

Would not the same number of tons building, whether it was for a seventy-four or for small merchants ships, give employ to the same number of workmen?—Yes, the same quantity of tonnage would.

Five thousand tons of small shipping might employ pretty nearly the same number of men as five thousand tons of large shipping?—I should think not so much by a considerable number.

Do you think that more men are required to build a given number of tons in large vessels than in small vessels?—No, I do not think there would be any difference.

Committee.]—Would not the smaller vessels be likely to give more employ?—No, I think about the same.

Mr. Spankie.]—The building in the River has chiefly been confined, you say, to the larger ships; pray can you tell us what proportion the repairing in your yard bears to the building?—I cannot speak to that.

Committee.]—Do you think the greater part of Mr. Barnard's business consists in repairing or building?—I should suppose nearly equal.

Do not you conceive, that Government ceasing to build and consume oak timber, may have tended to reduce the price at the present moment?—I should think so.

Do not you think, that Government ceasing to employ shipwrights, and other persons of that description, may have been likely to throw a number out of employment?—Yes, I think so.

Do you think that the prospect of peace may likewise have suspended any orders for new ships building at the present moment?—Yes, I should think it would.

Do

Do you think, therefore, that any part of the distress experienced by the workmen at the present moment, may be in consequence of that?—Yes, I should think wholly so. *Mr. Isaac Sparrow.*

Do you happen to know how many teak ships are now in the general trade of this country?—No, I do not; I am not acquainted with that.

You have stated that you have had an offer of timber from certain timber merchants; you have not rejected that altogether?—No, I have not; I am to go and look at it, and see whether it will suit our purpose.

[*Re-examined by Mr. Adolphus.*]

As to timber that you buy, do you receive it immediately into your yard, or do you let it lie at the places where it is sold to you, till it is convenient to you to take it in?—We have it when we want it.

Therefore you never have occasion to sell, because your yard is too full, but because you have not employment for what you have bought?—Yes.

May you let that timber lie where it is for a reasonable time, without any rent or charge upon it?—That is according to the agreement we may make with the timber merchant.

Is it generally so?—Not generally so.

You have been asked, whether the building of small ships would not equally employ your men; if you have a dock capable of building a twelve hundred ton ship, will that dock be as fully occupied by a small ship; can you put two ships into building in one slip at the same time?—It depends entirely on the size of a ship.

Will a slip that would serve for the building of a ship of 1,200 tons receive six of 200 at the same time in building?—No, I should conceive not.

Would it receive two?—Yes, I should think it would.

Would it receive more; though you are not a shipwright I believe?—I am not.

Could you, in the building of small ships, employ constantly as many men as you do in the building of large ships?—I should think, if we had a quantity building all at once, we could.

But could you make your premises capable of building so many small ships at once as would employ as many men as you have been in the habit of employing in building large ones?—No, I do not think we could.

You say that the want of orders from Government has caused the non-employment of a great number of your men; would the employment have continued, if the India company had been in the course of building in their usual way?—The East India company certainly has been the reason of these people being out of employment, as well as Government.

By their not building as usual?—Yes, by their not building.

Would the building of West Indiamen, such as are usually built to the extent of three or four in a year, enable Messrs. Barnard & Co. to keep up their present establishment?—I should think not.

[*Examined by the Committee.*]

How long have you been employed in Mr. Barnard's yard?—I have been four and thirty years with Mr. Barnard and his father.

What increase has been made in the number of your slips since you have been in the yard; how many had they when you first went into the yard?—I believe there are two additional slips, but I cannot speak positively.

When were they added?—It is some years ago, but I cannot say exactly.

The Committee will thank you to state positively?—I believe it may be twenty years ago, but I cannot say exactly.

Are you quite sure it is fifteen years ago?—It is full that certainly, or more.

They have been in the habit of building for Government?—For Government and the East India Company.

Was it in consequence of the practice of building for Government in the private yards, that those slips were added?—Those slips were made to build East India ships, and ships for Government.

Was it about the period or subsequent to the period at which the practice commenced of building for Government in the private yards?—Mr. Barnard has been in the practice of building for Government ever since I have been there, seventy-fours, and on those slips.

But you know the practice of building for Government has increased within these few years?—Yes.

Mr. Isaac Sparrow.

Was it in consequence of that increase of building for Government in the private yards that those new slips were added?—No; the slips were added before the building for Government increased.

You state, that in the last two years you had built two East India ships?—Yes.

Have you been in the habit of building more than two East India ships in a year, at any time that you recollect?—No, I do not recollect that we have.

Has not timber been in a progressive state of advance of price since you have been in the habit of buying it?—It has till last year.

You state it to have fallen last year; to what cause do you attribute its fall?—There not being a demand.

What is the usual quantity of oak that you have in your yard, that you keep upon hand?—I should think about 2,000 loads.

How long do you keep it upon hand?—It is cut up sometimes when we are in a hurry to work, as soon as it is landed.

How long have you ever kept it?—Two or three months or so, if not longer.

If you had been called on to built a seventy-four at any period, had you seasoned oak enough in your yard to have built it?—I should think not.

Have you any means of knowing the comparative profits of building and repairing to the builder?—I cannot say.

Did not Messrs. Barnard & Company, and Mr. Solly, buy of Wells & Company, a large ship building yard, which had four slips in it?—They did.

You know that they did?—Yes.

How long is it since they purchased it?—Upon my word I cannot say exactly how long it is ago.

That yard had four slips?—I believe it had, but that I cannot speak to exactly.

Do you know how many for building large ships it had?—I should rather suppose they were all for large ships.

But you do not know exactly?—No,

Do you know whether those slips still are in those yards?—There is one now that Messrs. Barnard have.

Do you know that there are no more than one now?—There is only one, I know.

What has become of the other three?—It has been turned into a timber merchant's yard.

Into mast-houses?—Yes; there is a mast-house, I think.

However, they have been converted from slips to other purposes?—Yes.

You say that two Indiamen were built within the last two years?—Yes.

How many did you build the six years preceding?—I cannot speak to that; probably two or four.

Probably you can recollect the names of them?—I cannot tell the names in which they were built; we have built a great number of Indiamen during the time I have been there; but I cannot tell the name of those, or the year.

The Warren Hastings?—One Warren Hastings we built, and one was built at Blackwall.

In 1808 you built one Warren Hastings?—Yes.

The Princess Amelia?—We built the Princess Amelia.

Did you build the William Pitt?—Yes.

Do you know how many seventy-fours you have built since the commencement of the last war, in 1803?—We have built five line of battle ships since 1803.

Had you built any previous to that, or any King's ships?—We built a fir frigate.

That is all?—Yes.

In the quantity of oak you have had tendered to you, is it seasoned, do you know, or is it green?—That that is offered to us now is only now being felled, of course.

How long will it be before it is properly seasoned for building?—By the time it gets to the yard it will be sufficiently seasoned to go into a ship; we shall have it in in about three months.

You think in three months it will be seasoned for ship-building?—I should think so.

You say that the shipwrights could not go to other work on account of their tools?—I do not know but they might do it, but I never knew an instance of it.

Do not you think they could square a beam as well for a house as for a ship?—They could do it certainly.

Jovis, 28° *die Aprilis*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *William Sims* Called in; and Examined by Mr. HARRISON.

Mr. William Sims.

I BELIEVE you make cordage?—I do.

How many years have you been engaged in that business?—Many years; ever since I left school, and my father before me.

What particular description of ships do you principally supply?—Ships of all sorts; but our trade is principally in the East India shipping.

Are you also an exporter of cordage to India, a general exporter?—Yes, we are; but unfortunately the export of cordage to the East Indies has been very trifling indeed, for the last five or six years.

About what period did it begin to fall off?—I should think for seven or eight years past it has been gradually decreasing, and now it is not worth naming; there is scarcely any export at all.

Is your export by contract for the East India company, or is it general export?—It is generally exported by the East India company; and until the last five or six years, it has been very considerable; since that, it has been very trifling.

Then the great exporters were the India company themselves?—Yes.

The other exportation was very inconsiderable?—Very trifling at any time.

And the East India company have gradually ceased to export?—They have.

You say that your employment was principally in East India ships; I am speaking now of later periods, since the ships have been built in India, both for India ships built abroad and at home?—We have not sold cordage for those built in India, they have been fitted in India.

For what vessels built in India have you supplied cordage?—Some few that have been built in India for the service of the East India company, one or two that are now coming home; but it has been but a small proportion of the cordage the ship would want if she had been built in this country, certainly not exceeding one-third; I have been looking into the account this morning, and that is the extreme; I have great doubts if we should have sent as much as that, but I am an owner of those ships; having a large share of those ships, I sent it out.

Of the ships to which you have supplied that quantity, you are yourself a part owner?—I am a part owner; they are ships built in India for the service of the East India company.

Do I understand you to state that you attribute your supplying those ships to that extent, to your being a part owner?—Yes.

Is that a motive with you to become a part owner sometimes in a vessel?—Yes it is, certainly.

Of the business which you still retain in the supply of East India shipping, do you consider it as kept by being part owner, more than by any other circumstance?—Yes, we do.

Have you had opportunities of observing the comparative merits of cordage made in India, and cordage made here?—Yes; I have had several.

They have not yet the same skill in India that they have in this country in making it?—They have not; they have not at present any machinery in India.

Have they improved of late years in the manufacture?—Very much; the cordage now is very much superior to what it was some years ago.

Is the quality of the materials they have there, the Concang and Salsette hemp, sufficient to make good cordage, fit for all purposes when they have machinery?—Most undoubtedly.

In your judgment then, as derived from your knowledge of the business that you have carried on for some years, what will be the effect of ships being built in India for carrying on the trade between the two countries?—That we shall have to shut up our yards in this country; we shall have no employment for them.

You mean by that, that ships could be built and fitted out in such a way there, as to produce no necessity for resorting to this country?—I do; or at any rate, the quantity wanted in this country will be so very trifling, that it is hardly worth making.

Mr. William Sims.

Depending probably upon that sort of outfit and supply that vessels always want in the course of a voyage?—The ships built in India, when they come to this country, want so trifling a quantity, probably two, three or four tons, and sometimes not that.

Will even that quantity diminish, as the manufacture becomes more perfect abroad?—I should think it can hardly be less than that.

The quantity you allude to, I conclude, is what is necessary from the wear and tear home?—The ships coming from India bring stores that in a great measure supply them when they are in this country, the same as ships built in this country for the service of the Company take out stores, and refit themselves in India.

You mean, that the boatswain's store-room of a vessel coming home is filled with an additional quantity of cordage for her use in coming home, in addition to what she has got set up and is using?—Certainly.

Have you any account of the quantity of cordage requisite to supply different descriptions of vessels, as to size?—Yes, I have; a ship of 1,200 tons will require 72 tons of cordage on her first voyage, and on an average for seven more voyages, about 48 tons each voyage, making a total of 408 tons for eight voyages, the duty upon the hemp for which would be 3,344*l.*

Mr. Grant.]—As the duties are now?—As the duties are now; 9*l.* 10*s.* per ton, I believe.

Mr. Harrison.]—Will you state what it requires for an 800, 600, and 400-ton ship?—A ship of 800 tons, upon her first voyage, will take 50 tons, and the remaining voyages 35 tons, making a total of 295 tons for the eight voyages; the duty upon that is 2,404*l.* A ship of 600 tons will take 36 tons upon her first voyage, and 24 tons for the remaining voyages; upon the average making a total of 204 tons upon the eight voyages: the duty I have not calculated, but it will be in proportion to the others. A ship of 400 tons will take 24 tons on her first voyage, and for the remaining voyages 16 tons, making a total of 136 tons on the eight voyages. There have only been five ships of 400 tons employed by the East India company for the last five years, that was four ships in the season 1809-10, and one ship in the season 1811-12. I have an average of the number of ships employed by the Company for the last five years, with the quantity of cordage.

From what have you taken that average?—I have taken it from the ships employed by the Company in the different seasons.

Committee.]—From the printed list?—Yes, from the printed list.

Mr. Harrison.]—You have got an estimate of the quantity of cordage employed by the East India company for the last five years?—Yes.

From your calculation of what each ship would require?—Yes; and from my having supplied a part of it; there have been 17 ships from 1,000 to 1,200 tons, 14 ships from 700 to 1,000, between 15 and 16 ships from 500 to 700, five ships from 400 to 500; making a total of 1,768 tons of cordage, about 1,516 tons of hemp, and 13,402*l.* of duty.

Committee.]—Do you mean annually?—Yes, annually, upon an average calculated upon five years.

Cross-examined by Mr. Grant.

You state, that you have never sent cordage to India for the vessels built there, except for those built by the order of the Company?—For those only.

Is cordage ever exported to India upon speculation as an adventure?—Of late it has been very trifling indeed; the East India company were the principal exporters of cordage, and that has nearly ceased.

Do you know that the ships that are fitted out with cordage in that country, are fitted out with native cordage?—Ships belonging to India are fitted out with native cordage; I have seen them repeatedly.

Have you seen many of the ships that have come from India?—I have seen several.

Do you mean to state, that universally the cordage employed by them, whether running rigging, standing rigging, or cable, has been of Indian manufacture?—I have not seen every coil of rope that they have had, but I have seen ships fitted with standing rigging, and also with cables, which is the principal part of the rigging, and also some of the running rigging, which has been of Indian rope.

Committee.]

Committee.]—All the ships you have seen have been so fitted?—All of them?

Can you name them?—I can name one that I was concerned in, the Fairlie, a ship that was purchased by Messrs. Biddulph's house.

Mr. William Sims.

Mr. Grant.]—Can you name any other?—I do not recollect any other at present.

Have you seen so many of them, and those that you have seen have you observed so accurately as to enable you to pronounce with perfect confidence, that all, or almost all the cordage on those vessels has been of Indian manufacture?—No, I do not think I could; I am not in the habit of going on board many of those ships.

Then you perhaps speak principally with respect to the Fairlie?—I can speak confidently to her.

Committee.]—Was her's coir rigging?—Yes, I believe it was.

Mr. Grant.]—According to the average price of hemp of late years can you state whereabouts would be the cost of the quantity of cordage required by a 1,200 ton vessel on her first voyage?—Hemp has varied so much of late years, that I can hardly make an average; but I can give you the present price, if you please, or the price at any former period.

State the present price?—The cordage for a ship of 1,200 tons, at the present price, would come to 6,480 *l.*, as near as I can calculate it; but we have had hemp within these twenty years, or five-and-twenty years, from twenty-five to a hundred-and-twenty pounds per ton.

What is the present price?—The present price of hemp is 70 *l.* a ton; the present price of cordage 90 *l.* a ton.

I wish to know, whether you speak from extensive personal observation, when you state that the India-built ships now take from this country, not more than about two or three tons?—They take as small a quantity as possible; they supply themselves in that country with stores, by which they refit themselves in this country; I only judge from two or three that have fallen particularly within my own observation.

Can you speak, except with respect to those two or three ships alluded to in your last answer?—I cannot.

I take it for granted, that it is much cheaper for a vessel to supply herself with cordage in India?—I suppose it must be so; I am not aware of the prices of cordage in India; hemp of course must be considerably cheaper; and as to labour there is no comparison.

Committee.]—That you do not know of your own knowledge?—I cannot know it of my own knowledge, certainly.

Mr. Grant.]—You stated yourself to have become a part owner of vessels, in order to have the means of supplying them with cordage; of course, considered merely in the character of a person supplying those vessels with cordage, it must be your interest to have as good a price for your cordage as possible?—We have a fair market price for the article.

But on the supposition that cordage is much cheaper in India than here, considered as an owner of a vessel, it would be your interest to supply your vessel with cordage in that country?—I am not speaking of ships belonging to India, but ships belonging to this country; and those ships, by their charter with the East India company, are obliged to be fitted in this country.

My question only goes to this, that it must be the interest of a ship owner to supply his ship with cordage as cheap as he can?—It must be his interest to supply his ship as cheap as he can, provided the article can be procured equally good.

You state, that the prices of hemp has fluctuated much lately; has it been from any other cause than the political circumstances of the country?—I should think not.

You allude to the obstacles which have occurred to our trade with the North of Europe particularly?—With the North of Europe particularly.

[*Examined by the Committee.*]

Do you know any thing of the Sun?—I have manufactured a little of it.

Into what sort of cordage?—Shrouds.

What is its relative strength compared to good Russian hemp?—I should think full one third weaker.

Mr. William Sims.

Do you apprehend that relative weakness might be compensated for by the size of a cable?—Yes, that is usually done.

Taking that increase of size, do you think it might be manufactured here into a valuable and useful article for the service of vessels in this country?—It can be made into tolerably good cordage, but certainly not equal to cordage made of Russian hemp.

But by an increased bulk?—You may then make it equal in strength, but by that means it would become very unhandy.

Do you know what price it has borne in the market hitherto?—I do not; I never purchased any.

Have you any doubt, that if it were imported in large quantities from India, it might be made a very serviceable raw material in your trade?—I should always prefer the Petersburgh hemp to it.

At an equal price?—At a higher price.

Does your idea of proportion of price apply to the strength?—Certainly not; I think the cordage made from the Sun will not wear so well as cordage made from Russian hemp.

Can you give us any notion of the proportion of prices you would fix between them?—I cannot; Sun hemp and the other Indian hemp, has improved within a few years.

Do you not apprehend that it might be better cleaned and prepared than it is now in India?—Yes.

Would not that heighten its value, as an article to be used in your trade?—Undoubtedly it would.

You have given us the proportions of cordage for Indiamen of different sizes, according to the regulations of the Company; would individuals fit out their ships so fully as that?—I should conceive ships going such a voyage as the India company's ships go, could not be fitted out at less.

Do not the India ships frequently sell the spare stores in India?—I am not aware that they do; they occasionally accommodate each other, but I am not aware that they could sell to any extent.

You think there is no demand for cordage in India?—I should think they have not the cordage to spare, if there was a demand; by the regulation of the Company they are obliged to have a certain number of cables, and if they have less than that number they are mulct; and also on their arrival at St. Helena, if they have not a sufficient quantity the Government there put others on board them, at a very heavy expense.

You are concerned in ships now building in India?—Yes; there is a ship building by Kyd's house, for Mr. Walker.

That is the General Kyd?—Yes it is; there is another ship, the Herefordshire, I am concerned in, and the Castle Huntley, which is now gone out to India.

You have sent out cordage then for the Castle Huntley?—We sent out a proportion of the cordage, about one third of the usual quantity, not more than that, we sent out about three and twenty tons of cordage; if she had been fitted in this country she would have required seventy-two tons, so that it is not quite one third, and about the same proportion for the General Kyd, the same for the Herefordshire.

Is not the exportation of marine stores prohibited at present to India?—No.

Not by the East India company?—No; there is no difficulty in exporting cordage; you have, according to the Act of Parliament, to offer it to the Navy Board.

Do the East India company give free permission to merchants who apply, to export cordage to India?—I believe they do, I never found the least difficulty.

How late have you applied?—I think last season, not this.

You send cordage out in the India company's own ships?—Yes, and in other ships too.

For the captains and officers?—No; for exportation.

In a considerable quantity?—No, a very small quantity indeed; I allude principally to that sent out for the ships building in India, but I never understood that there were any difficulties.

Have you any special permission from the Company on that account?—No.

You applied for a general permission to send it out, and it was granted?—Yes; I am not aware that there was any special application made.

Are

Mr. William Sims.

Are you sure there was not?—No, I cannot say positively there was not; but I never, in my experience, recollect any difficulty in exporting cordage.

Can you take upon yourself to say, you have frequently made general applications in the course of your experience, and never been refused?—I have.

Have you, in point of fact, exported much cordage in a general way?—There never has been much exported to India, except for the East India company; the demand was always very small, except through the India company.

They used to export cordage as a store for sale?—Yes, as merchandize, as they did other goods.

Have you known any East India-built ships come here rigged with Europe cordage?—I do not know that I ever saw one rigged with Europe cordage, but I am not in the habit of going on board of those ships; if they take any Europe cordage at all, I should suppose they would prefer it for their standing rigging.

Was your reason for building ships in India, an idea that they could be built cheaper there than in this country?—Certainly.

And also, you took into consideration that they would be better ships?—Certainly, that they would last longer; the wood being superior. I know one instance of their costing more in India.

Lately?—Yes, the Castle Huntley; that is the only one that I know.

You have seen the account of the outfit of the Castle Huntley?—Yes.

What quantity of Europe cordage was purchased for her in India?—We sent out about three and twenty tons for her; and I am not aware that they purchased any other there; the rest was Indian cordage.

Did you send out cables for her?—We did.

A complete set?—No, she brought home two or three Indian cables.

Were they made of hemp or of coir?—I did not see them, and I do not know.

Then you do not know whether they were of Indian hemp or European hemp?—I know they were Indian hemp, for the captain told me so.

You mean, I suppose, that the captain told you that they were Indian manufacture, not that they were Indian hemp or coir?—That they were Indian manufactured; whether they were hemp or coir I do not know; I should think most likely coir.

What is your opinion of coir as an article to make cordage of?—I never manufactured any, and do not know; the general report of it is, that it is inferior, and, in fresh water very soon decays; but latterly they have tarred it, which in a great measure preserves it.

Have you tried the Salsette and Concang hemp?—I have tried the Salsette; I do not think I have manufactured any of the Concang.

Are you aware of the quantity of that hemp than can be produced?—Not of my own knowledge; I have understood that a great quantity can be produced.

What do you think would be the relative value of that hemp to Russian hemp?—It depends so very much on the state of its cleaning.

In the state in which you have seen it?—I should think not more than half the value; about half the value.

What waste would there be in cleaning it?—The waste has been very great indeed; what proportion I do not know.

Nor the expense of cleaning it?—I do not know; the house of Sharpe and Sons purchased a large quantity, and sold it to Government; but neither the waste nor the expense of cleaning it, do I know anything of.

Did you see any of that hemp after it was so cleaned?—I have; and manufactured some of it.

What was your opinion of that hemp then?—Very good; it was equal to Russian hemp.

Not better?—Not better.

When the Castle Huntley came home, had she been fitted out to that extent that she would have been if she had been in the Company's service, when she came from Bombay here?—She was fitted very largely with stores in India.

But not equal to what the Company require?—I should think she was, particularly in cordage; she brought home a great quantity of spare cordage.

Did she bring home a Company's cargo?—I do not know whether it was a Company's cargo or not.

How long does a suit of cordage last to a ship?—Running cordage is new every voyage.

Mr. William Sims.

What do you mean by a voyage?—A voyage to India and back again.

How long does a set of standing rigging last?—I think two sets of standing rigging will last the eight voyages generally.

Then if a ship should begin her voyage from India to England, and back again, where would she be to have her cordage renewed?—That would depend very much on circumstances; ships very often have new standing rigging on their third voyage, more generally on their fourth voyage.

If a ship being built new and fitted with new cordage in India, should begin her voyage from India to England, and return there again, would she then want her running rigging renewed?—Yes.

Of course then it would be renewed there?—I suppose it would.

Her standing rigging also, would last her a certain number of whole voyages?—Yes; four whole voyages we may take as the average.

Then is the Committee to imply, she would have also to have her standing rigging renewed in India?—I should think so.

If she were in the Company's employ, would she have it there or here?—If she was in the Company's employ, she would have it here.

If European rope is used for standing rigging, would she be likely to get it here or there?—I should think most likely here, because they have their general fitting here.

Whether she took her rigging in India, would depend on the state in which she was?—No doubt of it. I was going to state, that sometimes a ship wants her new standing rigging upon her third voyage, sometimes not till her fifth voyage; it must depend on the weather she meets with.

When a ship is built for the India company, and receives a certain proportion of her rigging in India, is not it usual for her, when she comes to England, to be entirely refitted with European cordage?—No, not till the old cordage is worn out.

Have you been acquainted with the number of ships that have come from India to this country?—Not a great deal; I have been only on board a few.

Do not you know almost every India-built ship that comes here requires, before she leaves the Thames again, a certain quantity of cordage?—I have understood that the ships belonging to individuals in India bring stores with them to refit them in this country; but ships that are employed by the East India company certainly refit in this country with British cordage. The quantity of cordage taken from this country is very small, as the ships bring cordage with them, I understand; and I have known the fact to be so in several.

What should you call taking a very small quantity?—A quarter part of what is taken by other ships employed by the East India company.

Have you ever been in the habit of supplying cordage to other ships than those of the East India company?—Yes, I have supplied to a few East India ships.

Do you know anything of the Lord Melville?—I do not.

Do you know what burthen she was?—I do not.

You have stated, that an 800 ton ship would require fifty tons of cables and cordage?—Yes; when new.

And that fifty tons would cost what?—4,500*l.* at the present price.

You cannot say what it would have been in 1802-3, can you?—No, I cannot.

You have said, that the India company's small ships in their service do refit themselves with cordage here?—They are refitted here; I do not know that the East India company compel them to refit here; I am not aware of any absolute necessity. They must have a certain number of new cables here certainly, by a regulation of the East India company.

And not from any obligation they are under by the terms of their charter?—Yes.

Do you know how much, by the terms of their charter, they oblige the ships in their service to take in of cordage here?—The quantities I have given you before, I have compared with the quantities allowed by the Company.

You have said, that if a ship should be built new in India, and fitted with new cordage there, and began her voyage from India to England, and return back again, she would require to be refitted with cordage when she got back there?—She would require new running rigging when she got back there, and various other things—new cables.

But if she should be taken into the Company's service here, she would be fitted with those articles here?—She would.

Without

Without making her voyage back to India?—Yes.

Mr. William Sims.

Then they would be only half worn out?—Certainly; but they are obliged to have a certain number of half-worn cables, as well as new.

Such then would be the practice with India-built ships in the Company's service?—It would.

But if a great part of the Indian trade should come to be carried on in private ships, and not in ships taken up by the Company, do you think that they would make that renewal of their running rigging here, or wait till they had completed their voyage back to India?—I think they would renew it in India, because it is so much cheaper in India than here.

Would its being half worn out only when it came here, be a reason for deferring the renewing of it till her return to India?—The cordage would be rove again in this country when she went out upon her voyage from this country, and worn out of course; some of the running rigging would be worn out before it arrived there, on which account ships take out stores to replace it.

Do you think they would replace it then with store they brought out for that purpose, or with the cordage made here?—I should think with the Indian cordage, that they bring as stores.

Do you think it likely, if great part of the Indian trade should come to be carried in private ships, that the private ships would be led by their interest to observe the same regulations of supplying themselves with European cordage, which the ships taken up by the India company do?—I should think if it was carried on by private individuals, they would supply themselves where they could get it cheapest, which would be in India.

What reasons have you to suppose that the cordage is cheaper in India than in England?—It seems a notorious fact.

What do you mean by seeming a notorious fact?—That Indian hemp is so much cheaper than Russian hemp, of course, cordage must be so much cheaper.

Have you seen any of that cordage made from Indian hemp in India?—Yes, I have seen some.

In a large quantity?—No, not a large quantity.

What sort of cordage was it?—What I saw, was some topsail tyes; I think cordage about four and a half inches in circumference.

That is what they call running rigging?—It is.

Have you not seen any standing rigging of that hemp?—No.

Nor cables?—I think not; I have seen coir cables.

Do you mean coir or hemp, or do you know one from the other?—Yes; I know Sun from hemp, but I do not mean Sun; I mean Salsette, or other hemp.

If cordage goes out for sale in India, must not it cost more than cordage made in India?—Certainly; the freight, the duty and expenses generally upon it, must increase the price; there is no drawback whatever upon it.

When you speak of the comparative prices of India cordage and British, do you take into account the durability also?—I do not particularly.

Then you do not consider whether the British cordage, being infinitely stronger than Indian cordage, being dearer in the first instance, is cheaper in the end?—I am clearly of opinion that the Indian cordage is the cheapest.

Upon the whole?—Upon the whole.

Then if it is cheapest upon the whole, can you account for the practice of sending out the whole of the cordage for a large ship, which is to be built in India, from Europe?—I am not aware of such a thing having taken place.

If it were stated to you, that within a year or two that had been the case, would not you think it very extraordinary?—I do not know the fact.

Do you know that was not the case with the Earl of Balcarras?—I have no knowledge of the Earl of Balcarras.

Are there many other exporters of cordage besides yourself?—There are several others.

Whose business is more general, and not confined to the supply of India ships?—There are several other exporters to India.

You have said that the India-built ships supply themselves with their spare stores when they come to this country?—I have understood so.

Must not they replace those spare stores again?—They may bring a sufficient quantity for their whole voyage.

Considering the chief freight of goods to be from India, do you consider they

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would bring more stores than necessary?—I should think they would bring a sufficient quantity of stores for the voyage; but this is mere matter of opinion.

You think they would not rely upon any supply?—Certainly not at the present prices.

Your prices are remarkably high now then?—They are high now; we have had cordage at eight-and-twenty pounds, or thirty pounds a ton in this country, and it is now ninety pounds.

If cordage were again reduced to that price, what effect do you think it would have?—I do not think we are ever likely to see it at that price.

But if it should be at that price, what would be the effect; would they then be able to supply themselves here cheaper than in India?—I should think Indian hemp would always be cheapest; but it is mere opinion.

You do not know the cost of Indian hemp in India?—I do not.

Did you understand that those people who brought home India hemp, made an advantageous sale of it in this country?—I do not know that they did.

Have you heard to the contrary?—No; I have not heard one way or the other.

Abel Chapman, Esq. Called in; and Examined by Mr. ADOLPHUS.

Abel Chapman, Esq.

I understand you are an elder brother of the Trinity House?—I am.

Are you also an owner of shipping?—I am, to a considerable extent.

Are any of your ships under charter to the East India company?—Yes.

Will you name the ships that are so, and their burthens?—I have one large ship of 1,400 tons, now sailed with the last fleet for China, named the Thames.

Any other?—I have none other at this time except the Thames; I have had concerns with the East India Company, ever since the year 1782.

Have you been long acquainted with the port of London, and the general business of ship-building there?—A great many years; for five-and-thirty or forty years.

Are you acquainted with the business, in a general way, of the ship-builders on the Thames?—To a very great extent myself, and my family connexions have at least 10,000 tons of shipping.

Have those builders principally supported their establishments by the building of ships for the East India company?—Very materially so; the principal yards almost entirely so.

Have those establishments depended in any considerable degree upon building small vessels for the general trade of the country?—Not to a considerable degree; they do occasionally build ships for the West India and other trades.

If the trade between Great Britain and India and China, were to be carried on in India-built ships, could in your judgment the ship-building establishments on the Thames be maintained to the extent they are now?—I should consider it would be impossible to enter into competition with the Indian-built ships; here the price of labour, from a variety of causes, pressing so much upon the artificers, it would be impossible to enter into competition with those who pay no taxes, and have every advantage for no consideration.

You have never been in India, I presume?—I have not.

Then whether they pay taxes or not, you can only know from common report?—Certainly.

My question to you was not, whether the London builders and the Indian builders could enter into competition, but whether if the trade were carried on by the East India company in India-built ships, the builders on the Thames could carry on their establishments to the extent to which they do now?—They certainly could not; my opinion is, that a ship built in India, and immediately receiving a freight for Europe, would have a great advantage over a ship that goes almost without a freight, as the ships do from hence, and receiving no remuneration till she has been to India and come back.

Do you know, that in time of war, those yards upon the Thames have furnished a considerable number of ships of war to Government?—Certainly; they have built a great number of ships of war for Government, and repaired to a great extent; the doubling system I believe, was carried on entirely in them.

If in consequence of the removal of the building, the large ships for the East India company, the great establishments on the Thames are reduced, will they be as able as they have been formerly, to render services to the public upon any great emergency?

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emergency?—Certainly not; I have the honour of being a Director of the East India Dock Company, and on a visit I made to the East India Docks last week, with great pain I observed the whole of the great yard at Blackwall without an artificer employed, where many hundreds were employed a few months ago; blacksmiths and all kind of artificers, not a single person, not a labourer or person of any description was employed.

Committee.]—Whose yard was that?—Sir Robert Wigram's.

Where many hundreds had been employed a few months ago?—Many hundreds.

Mr. Adolphus.]—If those yards which have hitherto been in the practice of building large ships for Government, should turn themselves to the building of small ships for other trades, would they then in future be equally able as they have been formerly, to build ships of a large size for Government?—If the establishment is kept up, so as to employ the artificers, of course, they would be forthcoming for any emergency on which they would be required by Government.

Would the building the smaller ships that are likely to come to those persons, be sufficient to keep up their establishments?—I should think it very doubtful indeed, because they have depended very much upon the building of large Indiamen.

If they were reduced to build smaller ships only, would it be prudent in them to keep up slips and docks capable of undertaking large ships for Government?—I should think, that if the trade between India and Great Britain was carried on in India-built ships, it would be an annihilation to the trade of those yards in a great measure.

Then would they, as prudent men, alter their slips and docks to smaller sizes?—The system is so new, that it is impossible for me to answer the question, as the yards have so materially been engaged in building ships for the East India company.

If the East India company become owners of India-built ships to an extent of tonnage equal to their own trade from India and China, is it your judgment that individuals who may be disposed to engage in the general trade to India, will build ships in India or Great Britain for that purpose?—Certainly, they will build where they can get the cheapest and best ships, which I apprehend to be in India, to the prejudice and detriment of the mother country.

If the East India company become owners of India-built ships to an extent to carry on their own trade between this country and India and China, is it likely that the building of any other class of ships will enable the establishments for building ships on the Thames to be kept up to their present extent?—I beg leave to say, that the Company are at this time owners of one or two ships, and I believe they have it in contemplation to extend it; the principal yards upon the river Thames have been principally employed in building ships for the East India company's service; if they lose that trade I consider they lose their staple, whether any other may turn out, I think is perfectly uncertain.

Does the repair of those ships also afford a great deal of employment in those yards?—Certainly, to a very extent.

Is it your opinion that the repairing would follow the building, that they would be repaired where built?—Certainly, if they could be repaired cheaper, which they can be in India; the India-built ships will be repaired in India on their return to India, and not in this country.

Committee.]—Do you know that they can be repaired cheaper in India?—I should apprehend very materially so, from the difference in the price of labour.

Mr. Adolphus.]—If a ship is built of teak or any other Indian wood, is it preferable to repair her with that wood, or with oak or any other wood which did not enter into the original build of that vessel?—Certainly, with the wood of which she is built.

You have had ships built on your own account?—Yes.

Did you ever know, or did you ever apprehend any difficulty or delay in building them for the want of timber?—Never; I can build now to any extent.

Large ships?—Large ships of 1,400 tons, I would undertake myself, upon the prospect of fair and honourable remuneration, to build at an instant.

Have you any concern in the business of ship-building, either in Great Britain or in India?—No, I have not.

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Did you ever build any ship in India, with a view to employing it in India trade?—No.

Have you any knowledge of the average duration of an English-built ship employed in the India trade?—Perhaps I have a very singular evidence upon that subject. I do understand that it has been asserted, that British-built ships do not last above a certain number of years. My father built a ship of 400 tons measurement in the year 1745, which lasted till ten years ago. I have a ship now that brought a cargo from Bengal last year, which was built originally in 1777, therefore she is 37 years old, and on that voyage there was no cargo damaged. She is a British-built ship.

Were those ships you have mentioned generally employed in the trade to India?—That ship has made three voyages for the India company, two to India, and one to China; and was not pumped the whole of the China voyage.

Committee.]—What is her name?—The Chapman.

Mr. Adolphus.]—Where is that ship now?—She is, I believe, between the Cape and the Mauritius.

Upon an Indian voyage?—No, she is in the service of Government.

Where was this ship of 400 tons built?—At Whitby, in Yorkshire.

Was she built by contract?—She was built by contract, certainly; not by speculation.

Committee.]—Where was the other ship built?—The ship built in 1777, was built at Whitby likewise.

Mr. Adolphus.]—Those are strong, but rather singular instances; do you know the average duration of ships employed in the India trade?—Till the new principle of East India-built ships was known in England, we did not think anything superior to British heart of oak; and if our ships were kept in repair they would last for ever. If a ship is defective, and you take out the defective part, and replace it with sound and good, you maintain that ship.

Then are you enabled to say, that all the trade to India and China may very well be carried on in British-built ships?—I think I give proof of that, when I say, I have had British-built ships go to China and back, without being pumped.

I mean to ask, whether it is your judgment, that in the duration of the ships, and in the quantity of supply, the trade may easily be carried on in British-built ships?—To any extent, certainly.

[*Cross-examined by Mr. Spankie.*]

You have been long acquainted with the building of ships in this country?—I have.

I think you stated that the ships would last for ever, upon some principle?—If they are kept in good repair; I believe The Royal William was lately in the navy, and was condemned some very short time ago.

You stated, that in your opinion, the advantage of an homeward cargo to the India-built ships was so great, as to countervail any advantage which the British-built ships could have in the India trade?—Certainly.

Would not a ship which comes home with a cargo, first from India, likewise go out with a proportional small cargo, upon returning to India?—But she would previously have taken advantage of a good freight.

Are you acquainted with the advantage of a freight home, in the first instance?—No, I am not, because I never had a ship under such circumstances.

So that you speak merely from information on that subject?—I speak from positive fact, that if she is to receive her freight directly on coming to England, she has an advantage over a vessel that is to make a voyage out and home first.

Is not a voyage from England to India compounded of the freight out and the freight home?—No, the Company do not pay their freights until the arrival of the ships in this country, except a small imprest.

Then you speak now of ships in the service of the Company?—Yes, going out from Great Britain to India.

But supposing the trade to be carried on by individuals, would the same relative advantage continue?—From India to England, I should apprehend a very great advantage would be derived by the persons who load their cargoes, and have an opportunity of providing their cargoes in India, and coming directly to Great Britain, over any ship that would go from England to India and back again.

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Is that an advantage arising from the nature of the ship, or from the nature of the commercial transaction generally?—If a British-built ship happens to be in India by any means, having got there without expense, she would have the same advantage as an East India-built ship.

Have you such experience of the nature of general ship building in the river, as to say whether it would be probable that the present establishments could be adapted to that species of ship-building which is of an inferior kind?—Certainly; slips and yards that are equal to building men of war, can build any thing, down to the smallest vessel.

Do you know how long the practice of building ships for Government in the merchants yards has prevailed?—It has prevailed for a great number of years.

How many years?—I cannot say, but the merchants yards have built men of war ever since I can remember, and long before.

But I ask you with reference to an increased quantity of building of that kind?—The public service required all the assistance it could possibly get from the private yards during the late war.

Do you know whether the practice of building ships of war for Government, has led in any considerable degree to the increase of the establishments of the ship-builders in the river?—Of course, while they were employed for Government, more artificers would be required; but their being employed by the India ships considered themselves independent of any demand for the public service.

You have answered that question chiefly with reference to the number of artificers; I ask it also with reference to the number of docks and slips they have?—They are on so large a scale that they may be appropriated for building ships for Government in time of exigency as well as carrying on the building for the East India company's service.

You say you have been long acquainted familiarly with ship building in the River; I ask you whether from your own knowledge you can state, whether since the practice of building for Government has prevailed in the Thames to a considerable extent, the establishments of the builders, as to docks and slips, have increased with that increased demand?—I do not know that they have, they depended principally upon the building of East India ships.

Then you do not know whether in fact they have increased, within the last fifteen years or not?—I am not so familiarly acquainted with the extent of their yards, as to know whether they have built additional slips or not.

You state, that you are acquainted with Mr. Wigram's yard?—Perfectly well, I have done a great deal of business in that yard for a great number of years.

Can you state with respect to that yard, whether it has been increased or not within the last fifteen years?—I do not think it has.

Do you know anything of Mr. Barnard's yard?—I know it.

Do you know whether upon the whole he has a greater or a less number of docks and slips now, than he had fifteen years ago?—I cannot answer the question exactly, but I do not think he has.

Do you know Mr. Brent's yard?—Yes, I do; but not so well as the others.

Then you do not know whether his have increased?—No; but I should not apprehend they have; those yards you mentioned were always on a large scale.

Committee.]—You are not aware whether any of those establishments have been made at such a time, as to lead you to believe that they have been made in contemplation of the great increased business of Government?—I cannot answer that question exactly.

Mr. Spankie.]—You stated that you had never known any scarcity of ship building timber?—Never.

You have known the price of timber fluctuate very greatly?—I have.

And increase?—Yes, of course the demand for Government has been so great during war, but I know to a certainty it is reduced now very much.

Then the demand for Government during the war has caused a great consumption of ship building timber?—Certainly.

And you ascribe the high price to that consumption?—Very much so indeed.

Have you any accurate idea of the prices during the last ten years?—No, I have not; I know that the prices are falling very much.

There is a suspension of building at the present moment?—There is no building at all.

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Is that at all affected by the prospect of peace?—There being no demand.

Is it likely orders should be suspended under a prospect of peace by the private merchants?—Certainly, till the price of labour and materials and every thing finds its level.

You have stated, that in your opinion the trade between this country and India would be carried on entirely in ships built in India, because they are cheapest; have you any personal knowledge of the expense of ship building in India?—No, I have not; but I have seen many of the teak-built ships.

Have you any personal knowledge of the expense of the materials?—No; I have not.

Have you any personal knowledge of the price of labour in India, particularly for shipwrights?—I have no personal knowledge.

Have you any personal knowledge of the taxes that are paid by the natives in that country to any body?—No, I have not.

[*Re-examined by Mr. Adolphus.*]

Your attention was called to the prospect of peace; you have seen the termination of two or three wars before this?—Yes, I remember the American war well.

Did you ever see, upon those occasions, the yards on the Thames so destitute as they are at this time?—No, I do not recollect any thing like it.

The price of timber you say is advanced, and you believe in consequence of the great demand from Government?—Most certainly the demand for the article will increase the price.

But not by artificial means, or any scarcity?—I should apprehend the market was perfectly fair for any competition.

You were speaking of the freight being an advantage to the India-built ship; if I understand you rightly, the freight from this country to India does not produce much profit?—Not in the Company's service; because they do not pay the freight till the ship returns; the usual mode is to advance a small imprest upon the freight, and the captain to be allowed a certain sum by the Company in India or China, but no absolute freight paid till the return of the ship.

Does the freight from this country to India produce an equal profit to that which is produced from India to this country?—By no means; the cargo is taken out freight free for the Company, they only pay on the homeward voyage; there is an extra tonnage they pay upon the outward voyage.

The freight is brought home in what way for the Company?—It is brought home at per ton.

It is therefore that you say, that it is a great advantage to begin with your ship by a voyage from India?—I should suppose so certainly.

[*Examined by the Committee.*]

You seem to suppose that a ship coming from India can always get freight?—To judge from my own mode of conducting business, I should not build a ship in India, unless I was sure of getting her employed.

Then you mean to say, that an India-built ship would only have the advantage which you have stated over a British built ship, when she can get a freight home?—The great trade from India to Europe is such, that the chance is, that she would be employed.

Can you of your own knowledge state that India ships coming here, have always or even generally come upon freight?—No; they generally come with cargoes, whether it is upon freight or upon a speculation of the owner, I cannot say; but they have the advantage of bringing a cargo to Europe.

Do you happen to be able to say from your own knowledge, whether those cargoes so brought have always sold for a profit?—I take for granted that merchants always trade for a profit.

It is merely matter of supposition in you, that they have produced profit?—I cannot say, not being concerned in them.

You never heard of considerable loss by importers on speculation in their cargoes?—I do not recollect; there may, as in all other speculations.

Do not you know there are several vessels now lying in the River, which came home in rice, which cannot be sold?—I have heard of some of them.

Are they not unprofitable?—If they cannot go to a market, they are.

How

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How then was it that you gave the Committee an opinion, that the India ships must have always an advantage from the import cargo?—I draw my conclusion from the usual mode of carrying on the trade from India, that they always are paid on their arrival here with the produce of their cargo from India.

Do you mean to state to the Committee, that an India ship coming from India is sure of a freight to Europe?—It is not usual to send ships from England to India, without having previously secured an homeward bound freight.

But you were asked whether the India-built ships always come here with a freight?—It is impossible for me to say that, because I have not been in India; and I believe those ships generally belong to the houses of agency, and they make use of their own judgment as merchants.

You did not mean to represent that as an advantage which an India ship was sure of obtaining, but as a matter of contingency which she might or might not obtain?—I certainly mean to say, that she has a better chance.

Do you know any instance of India-built ships coming from India, arriving in ballast?—No.

Have you been in the habit of observing the yards occasionally, since the year 1805?—Yes, constantly.

Since the year 1805, till within the last six months, did you ever see them so much employed?—They certainly have been well employed, because Government have kept them very much employed; several large frigates have been built to act against America during the last few months.

From your knowledge of those yards, and your knowledge also of the extent to which building for the India company has usually gone, are not the establishments in slips and men considerably larger than would be necessary for that trade only?—I really am not able to answer the question more than I have done; I do not think they are much increased of late years; I think they are much the same as they were many years ago.

Comparing the common average building of the East India company, as you have known it for the last twenty years, with the extent of the establishment as they stood six months ago, were not they considerably larger, both in point of slips and men than was necessary for that trade?—I should apprehend the time they carried on the building for Government, that certainly more men were employed than usual; but if the whole of the shipping employed in the East India trade was to be confined to the mother country, I do not think more men were employed then than would be necessary for the conducting that business.

Did you ever know to the extent of 17 ships of 1,200 tons burthen being built in the course of two years?—Yes; I think I do.

For the Company?—I know there were a great number built in the years 1794, 1795, and 1796.

Was that owing to any particular circumstances, that you recollect?—It was owing to a desire on the part of the Company to build large ships, particularly for the China trade, which has answered incalculably well.

Then it arose from an alteration which took place in their mode of building, and was not to be considered as the general average of the building?—I should apprehend it arose materially from the demand the East India company had for tonnage for the trade to China.

You think you remember as many as 17 being built?—I do not know the number at all.

Suppose there were in addition to that seven or eight 74's, do you think the establishments would be sufficient for that?—I think the means that the mother country possesses to be so extensive, that we could build ships for the whole of Europe; we have a spirit and a capital.

The Committee wish you to confine yourself to those establishments you know in the River; could they build seven or eight 74's annually, in addition to the number of Indiamen which have been built there annually?—I am not capable to answer the question.

But you know generally the great exertions that have been made in building for Government in the River?—Yes.

Then if the establishments have been sufficient for building for the East India company, and for those great exertions that have been made by Government in the River, are they not more than sufficient for the East India company only?—If I may be permitted to give an opinion, the extent of the trade to India is so great,

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and has so increased, that if the mother country had all its natural advantages of building and carrying on that trade, I do not think they would be too extensive.

Do you mean to include in that answer, by saying the whole trade to India, more than the whole trade of the East India company?—I take in the private trade also.

Then previous to the last year, those establishments were equal to the building for the East India company, and they were also equal to the great exertions that have been made by Government in the River since the year 1805; if they were so, does it not appear to you that they were more than sufficient for the East India company solely?—I should apprehend that they do possess the means, like all other artificers, to do that which is beyond their usual habit of conducting their trade, and when called upon in time of war, can exert themselves in a manner to astonish the world; what was done in the last war was considered far beyond the extent of their means; but if they had what we call our natural trade, or our usual natural English trade, I have no doubt those yards would be very amply and fully employed.

Do you mean, that you think that the want of the demand by Government would be made up, if the India company were to build all their ships here as before?—That is matter of opinion; I do think it would have a very important and great effect.

Do you know the extent to which the India company have built in India?—I do not.

You will then have the goodness to state, how you can form an opinion, that they would be able to give full employment to the ship builders, by building in this country?—Because I see a great number of large ships constantly coming in from India every season, built in that country.

Will the admission of India-built ships to the trade between this country and India, affect the property of those who have a property in British-built ships at present?—Most assuredly.

You state, you have 10,000 tons of that shipping?—Myself and my connections with me.

The property in that will be very considerably affected?—Of course, the property of all British-built ships will be materially deteriorated, by the introduction of ships built of teak and materials more lasting than the English oak.

Do not you mean the river Thames, when you talk of the mother country?—No I mean every port in the united kingdom of Great Britain and Ireland.

Do you know of any ships now trading to India, in the East India company's employment, that were not built in the Thames?—Yes; there are several that were built at Ipswich, and other ports.

Any large regular ships?—Ships of 700 tons.

But what is called a regular ship?—There is a distinction, which the company make in their contract.

You state that you recollect the conclusion of the war in 1782, and the conclusion of the war in 1802; that you never recollected so little employ in the yards as at present?—I do not recollect any period at which they were so perfectly unemployed as at present.

Is the price of materials and labour the same as at those periods?—The advanced price of articles of the first necessity is felt by the artificers, and the wages are advanced accordingly.

Is not that a reason which prevents the ships being built at this time?—I should apprehend, that the building ships in India must have a material effect on the building of the ships in the river Thames, and all other British ports; I think the expenses of the country, occasioned by the war, and a variety of other things, has altered the value of money materially.

Is not that the cause which prevents the ships being built in the river Thames?—No, I do not think it is.

Since the trade to India has become an open trade, do you think that the present establishments for ship-building for the India trade in the River, are likely to be found more than sufficient?—I should think that they would be very full of employment, and likewise the Out-ports, as ships of 350 tons are by the late bill allowed to go to India.

You have said that some ships have come home with cargoes on speculation from India?—I understand so; and sometimes they turn out profitable, and sometimes like the cargo of rice alluded to, very much the contrary.

If

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If a cargo is brought home on speculation, and it should turn out to be a losing speculation, is not the freight still brought to account for the benefit of the owner of the ship?—Of course the freight is a part of the concern to a merchant owning both ship and cargo; the whole is one concern, I apprehend.

And in those cases you have heard of, have you heard that the owner of the ship was the merchant owning the whole of the cargo brought home on speculation?—Not having been concerned in any such transactions, I cannot speak particularly to it; but if ship and cargo were one property, I apprehend they would be taken into one account.

If the owner of the ship should only be participator in the cargo, and it should turn out a losing speculation, would the owner of the ship lose only half the freightage?—That depends on the contract he makes with the merchant; if he made a contract to receive so much per ton, on the arrival of the cargo in Great Britain, he would of course receive that freight.

In what you have said of the freight out and home, you allude to the state of things which has existed previous to the 10th April?—I allude to the present mode of conducting the East India company's business.

You have alluded to the Private Trade, as conducted through the East India company?—When I spoke of ships being freighted by the East India company.

You do not refer to the state of things that will take place under the new Act?—It is impossible to give an opinion upon that.

You have stated that you are possessed of two ships built at Whitby; do you conceive that they can build as well in the country as they can in the Thames?—The ships built in the Thames have always had the preference, but I think they can build as good ships as can be in the country; and Captain Cook, the great circumnavigator, preferred a Whitby-built ship to any other.

Do they build much cheaper in the country than in the Thames?—They certainly do.

Then if the ships are as good and cheaper, is it certain that if you exclude the India-built ships from this country, the building India ships would take place in the Thames?—It is like all other competition, it would find its level; I do not think the profits here are higher than in the country, but that the high price of labour of course makes them more expensive than the ships built in the country.

Have not the East India company of late years engaged their ships to go eight voyages instead of four?—Yes, they have.

Will not that have a considerable effect upon the ship-building for their service?—The ships have been under the necessity of being doubled, and repaired at a great expense, to enable them to perform those voyages.

In consequence of that they will have a less number of ships than formerly?—Certainly, the longer ships are enabled to go in the service, the fewer will be wanted.

It will have the effect of reducing them to one half, if they perform double the number of voyages?—They certainly will last so many years longer, and perform so many more voyages; if instead of four they perform eight voyages, it will have the effect of reducing their number to half, certainly; the whole of their repairs are performed by British subjects, paying British taxes.

You say, you are the owner of the ship Thames?—I am.

What voyage is she now upon?—Upon her eighth voyage.

Upon her first or second voyage she had a repair at Bombay?—She went into dock at Bombay, she sprung a leak at Bombay, and was taken into the dock yard.

Do the ships now built in the Thames last as long as those built formerly?—Yes, I think quite as long.

How long do you think the Thames ship will last?—The Thames is as tight and staunch, and as good in every respect, as she was the first day she went to sea.

Then you expect her to be taken up again by the company?—That depends upon the policy of the company, and the state the ship is in after she returns from her present voyage.

Are you aware that the builders now substitute elm instead of oak, in some parts of a ship?—I believe the keel and some parts under water are considered to be made as good of elm as of oak.

Do you consider it will last as long?—I consider it will last quite as long, and as far as relates to the keel is better than oak.

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You have stated the advantage of ships bringing home cargoes; if a ship comes from Quebec, will not she have that advantage also?—If she is built at Quebec; the ships built at Quebec are very rotten bad vessels, and the India-built ships are very good ones

If a ship in the Private Trade commences her voyage in India, and has the advantage of a freight home, must she not also return, and have the disadvantage of no freight, or a small freight to India?—It may happen that she is sent here for the purpose of remittance.

Then for the voyage round, it would be the same thing whether it commenced in England or India, provided she goes to and from?—She will not go from this country without having previously very much reduced her original value, if she has made a good freight.

A ship from England goes out without freight, and comes home with full freight; an India ship comes home with a full freight, and goes out with a short freight; on the voyage round, what would be the difference?—The advantage is in favour of the East India ship coming from India, because she has reduced her value in one half the time that the other has; the British-built ship must go to India and come back, before she receives her freight; and the other receives her freight on her arrival in England.

Does not she increase her cost, by returning to India on a voyage that is unprofitable?—One great point is gained, which is, the previous reduction of the capital.

Will not the capital be again increased by the expense of fitting her out?—The expense of the outfit bears no proportion to the reduction the capital has already received.

What may have been the outfit of the Thames for any voyage?—Very large indeed; it depends on circumstances: I cannot exactly state, but very heavy, because we repair in England, not in India: we do all at home.

If ships come from India with a good freight, they would not incumber themselves with stores?—Certainly not with unnecessary stores.

They would depend on supplies in this country for what they wanted?—That depends on whether the articles could be got cheaper in India or not.

The freight would come to something?—That is a consideration for the parties themselves.

What grounds have you for supposing ships may be built cheaper in India than in England?—The great grounds I have to believe that, is, the preference that all people give to India-built ships, if they can get permission to build them, to the destruction of building ships here.

That has only been of late years?—No.

They have not experience on that point?—There is an evident partiality to India built ships; and very justly so, provided they can get them cheaper, and at the expense of the mother country.

Does it arise from the ships being cheaper or better?—Not having been concerned in India-built ships, I cannot possibly answer that question, further than the British-built ships having answered every purpose in carrying on the trade till the introduction of the India-built ships, I should not resort to those India-built ships, unless it was the policy of the individuals to bring them here for their own benefit.

Do you know what number of ships the East India company have belonging to themselves?—No, I do not exactly.

Do you know whether they have any other ship than the Grenville?—I think they have purchased an India-built ship lately.

Do you know her name?—No, I do not.

Have not the Company always had a ship or two of their own?—Yes.

So that they have no more now than usual?—I do not know that they have.

III.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, an Others, interested in the Building and Equipment Ships, and also the Petition of the Agents of Owne of Ships built in The *East Indies*, were referred; t examine the Matters thereof, and report the same with their Observations thereupon; together with th Minutes of the Evidence taken before them; from time to time, to The House.

Mercurij, 27° *die Aprilis*, 1814 - - - - p. 119.

John Pascal Larkins, esq.
Mr. Isaac Sparrow.

Jovis, 28° *die Aprilis* 1814 - - - - - p. 133.

Mr. William Sims.
Abel Chapman, esq.

Ordered by The House of Commons, *to be printed*,
28 *April* 1814.

IV.

Select Committee on East India-built Shipping.

Lunæ, 2° die Maii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *James Alexander*, Called in; and Examined by Mr. HARRISON.

Mr. James Alexander.

I Believe you are a timber merchant?—Yes.

Where do you live?—At Eaton Bridge, in the county of Kent.

How long have you carried on the business of a timber merchant?—Nearly forty years on my own account.

Was your father a timber merchant?—Yes.

And you were bred, I suppose, to that particular business by him?—Yes.

What description of timber have you been employed to purchase usually?—Oak and elm, and beech and ash, and all English timber.

When you say all English timber, your dealing has principally been in English timber, and not in foreign timber?—No, I have no dealings in foreign timber at all.

Where have you principally purchased oak?—In the counties of Kent, Sussex, and Surrey, sometimes in Essex, but principally in Sussex and Kent.

Can you give the Committee any idea of the average quantity you have purchased within the last twenty years, or any period of that sort?—From twelve to fifteen hundred loads in a year, and sometimes more; I should not wish to state it too high.

Somewhere about that quantity?—Yes, somewhere thereabout.

For what yard in London have you for the last thirty years bought timber principally?—Messrs. Wells & Company, the same firm as Wigram & Green; since Mr. Wells left it I have continued in the same connection.

It was formerly the yard of Wells & Co. and now it is Wigram & Green's?—Yes.

And you have continued to supply Wigram & Green since Mr. Wells left off business?—Yes.

In what way have you been employed by them to procure timber; have you bought it yourself and sold it to them, or have you bought it on commission from them?—I bought it on my own account, and sold it to them; I never had a commission from them in my life, nor from any one else.

As they have usually employed you, you have been in the habit of buying the sort of timber you imagined they would want, and selling it again to them at the market price?—Yes; and I believe the market price of the yards was generally ruled by the price that Mr. Wells gave me; Mr. Wells used generally to make his agreement with me first.

Have you ever found any difficulty in procuring large oak timber at the fair market price for that yard?—Never, if any body could find money to pay for it; I never found any difficulty in getting it.

I apprehend their demand has been at times considerable?—Very considerable, more so than any other yard in the kingdom, as a private yard.

If Messrs. Wigram & Green wanted immediately a considerable quantity of oak timber, to what extent could you supply them?—I could supply them to as great an extent as I ever did; but if I had known it a few months ago, I could have supplied them to any extent; I have refused a great quantity of timber, because I did not know what to do with it.

Mr. James Alexander.

Then am I to understand, that if they had told you at the close of the last year, that they wanted timber for this spring, you could have got them any quantity they wished?—Any reasonable quantity; any quantity they were ever likely to use at that yard.

Have you any means of forming a judgment as to the quantity of timber annually felled in Sussex and Kent?—I know the greatest part of the buyers in both counties, almost to a man I should think; and I should suppose, from fifteen to twenty thousand loads a year.

Committee.]—All sorts of timber?—No, oak timber. I have spoken as to oak ever since the first question.

Mr. Harrison.]—What quantity of elm, in addition to the oak, upon an average, have you sent to that yard?—I do not know very well; sometimes I send a great deal, and sometimes none at all; this year I have not bought any; Kent is not an elm county; last year there was a great demand at Blackwall for elm; and I sent them in 400 loads, and I have not sent them any since.

Is all the other timber of which you have been giving an account of supply, oak?—Yes.

From the present state of timber in the counties of Sussex and Kent, what quantity do you conceive they could supply annually for any number of years in future?—I should suppose nearly the same quantity as they have done, because the timber has been more saved within the last twenty years than ever it was saved in the memory of man before; they are saving timber every where that they can do.

What do you mean by saving timber?—To encourage the growth of it: they are encouraging the growth of it, and have been for the last thirty or forty years.

When you say generally, saving the growth of timber, do you mean encouraging its growth to a large size, to a size fit for vessels of great tonnage?—Yes, certainly; where they are not obliged to cut down; there are many gentlemen want money, and are obliged to cut it down before it gets to a large size; but there is a great deal of timber that would come to a large size, provided they would let it stand to grow to a large size; and there is a great deal of timber likewise, that is got to a large size; there are some gentlemen in the county of Sussex, I should like to give them 100,000 *l.* for what they have got upon their estate to-morrow; the principal part of it large timber.

Will you give the names of any four or five gentlemen, who have got large supplies of timber?—There is Henry Wood, Esq. of Henfield; Sir Harry Goring, in the same neighbourhood, has got timber to a very large amount; Mr. John Becket has a large quantity of timber; I have bought trees of him, for which I have given him 10 *l.* a tree, of a small size; he has larger timber than that standing a great deal. What I have bought of him, is only what he has been culling from his largest, taking out the smallest he had; his timber is generally large.

Taking out the small, with a view to the better growth of the large?—I think the large timber has got its growth, and is getting worse, to tell the truth.

If the building of large ships, requiring the largest sized timber, was discontinued in England, what in your opinion, would be the effect produced by that on the growth of large timber?—The effect of that would be, that Gentlemen would not let their timber stand to get large; if there was no market for it, they would not incumber their land with it; they would cut it down when it came to a proper size for small ships, because then they could find a market for it.

Then, in your judgment, if the building of large ships was transferred from this country to any other, the quantity of great timber would necessarily decrease?—Certainly, there would be no encouragement to let it grow large.

What effect is produced upon the timber by letting it stand after it has acquired what you call its full growth?—After standing a few years it gets into a defective state; it will stand some years without being hurt, but if you let it stand too long after it has got its full growth, it will decay.

After that it goes off?—Yes, it goes off; there are what we call Woodpeckers, they will always let you know whether a tree wants to come down; they will get and peck holes in it; they will always begin on an old tree; they sometimes eat a foot into an old tree, and then the water gets in and it rots.

Is there a considerable quantity in Kent and Sussex, of timber that has acquired its full growth?—Yes.

Now standing?—Now standing.

Mr. James Alexander.

Is it necessary to fell a considerable quantity of oak timber every year for the supply of bark?—Certainly.

What description of timber is principally felled for that purpose?—Oak timber.

What description of oak timber as to size or quality?—Bark is good from the young timber as well as the old, and rather better.

Rather better from the timber that has not acquired its full growth for shipping?—It is what we call more fleshy, there is not so much ross on it; the flesh is the inside of the bark.

Have you ever purchased for the Navy Board or the Ordnance?—I have served the Ordnance with some timber, with scantling timber and spokes, and those things; but I never had any contract with the Navy Board, because I had always to supply Mr. Wells.

What description of timber was that?—I cut it off the timber, not off the large timber, because the scantlings have not been required to be large; it was in scantlings and spokes cut out ready for use.

From your knowledge, as a timber merchant and dealer in those counties, have you any means of telling the Committee what is the quantity of timber that has been usually bought by the Ordnance?—The timber that has been bought by the Ordnance has been of the largest description, nothing ever taken under sixty feet, from sixty upwards; and I believe by the last contract, there was nothing taken under seventy; timber of the largest dimensions, which was fit for the Navy or any other purpose.

Is timber above sixty and seventy feet calculated to build any description of large men of war?—Yes, they take nothing under that in their contracts, as much above as you please to send them.

Have improvements taken place within the last twenty years in the planting and cultivating oak timber?—Yes, and very great improvements indeed.

You stated before, that more attention had been paid to the saving it; my present question is, whether more attention has been paid to the planting it and preserving it in the young state?—Yes, the young timber is taken more care of now, and within a few years back, than ever I knew it taken care of before, by fencing it off to keep the stock from it; that has been a practice made use of within a few years, since timber has got so valuable, and every thing that ever was likely to make a tree at all was saved; they have saved it not only from the acorn but from the stub.

When you say saving from the stub, do you mean that they suffer single stems to grow up?—Yes, they will pick out what is likely to make the handsomest tree, and leave it upon the stub.

Committee.—Your account of all these precautions apply to the general preservation of oak?—No, large improvements have taken place for thirty or forty years, and they have fenced it off for fifteen or twenty years.

Mr. Harrison.—You have stated, that it is taken more care of in a young state; has a larger proportion also been planted of late years?—I believe in those counties very little; the natural growth of the country is such, they have no occasion to plant; the country is so full of oak with the acorn, that planting is not required.

Taking care of it in the earliest stages and in the future stages, is all that is necessary?—Yes; there is no occasion for any to be planted.

Have you any memorandum, from which you can give us the prices of oak timber since 1793 and 1794?—I have.

Will you give us the prices in each year from that time; I ask for the ordinary market prices?—I have the account from 1794, nothing before that.

[*The witness delivered it in.*]

Price of oak timber for the last twenty years, of sixty feet metings.

	£.	s.	d.
1794	3.	17.	6.
1795	4.	0.	0.
1796	4.	10.	0.
1797	4.	12.	6.
1798	4.	0.	0.
1799	4.	0.	0.

Mr. James Alexander.

	£.	s.	d.
1800	4.	10.	0.
1801	4.	17.	6.
1802	5.	5.	0.
1803	5.	0.	0.
1804	6.	10.	0.
1805	6.	10.	0.
1806	7,	5.	0.
1807	7.	5.	0.
1808	7.	10.	0.
1809	7.	10.	0.
1810	8.	10.	0.
1811	9.	0.	0.
1812	8.	15.	0.
1813	8.	10.	0.

Committee.]—Is that founded on purchases actually made by you?—Yes, on purchases actually made by me for Messrs. Wells; this is timber of 60 feet metings.

That is the timber used for the largest description of vessels?—Yes; in an agreement for 60 feet metings, we never deliver any thing under forty; what timber we deliver at forty goes at a small timber price.

Any thing under forty feet would not come into the measurement of sixty feet?—Yes; it would come into the measurement, but they would not take it; if I sell 500 load of timber, and we call it sixty feet metings, we have a particular price; if it is more than sixty feet we have an extra price; if it is fifty feet metings we take off ten sixpences.

You mean by sixty feet metings, solid measure?—Yes, cubit feet.

Sixty feet metings is, when out of a number of trees, no one of which measures less than forty solid feet, the sum of solid feet contained in the whole being divided by the number of trees, will give you sixty feet as the average?—Yes; or if it gives you more or less, is subject to be compensated for by the difference of price.

That is to say square measure, and not round?—Yes, square measure.

And by square you only leave out the convex part of the tree?—Yes.

You take the square contents of the whole tree?—Yes.

Is the addition of price which you get if the meting should run above sixty feet a per centage, which bears a proportion to the price at which the bargain was made for the whole lot?—No, it is a certain scale there is in the River.

So that whether you bargain for a high or low price, for a sixty feet measure, you would get only the rate which every body else gets on the River, sixpence a foot?—Yes.

It is a fixed addition?—Yes, or a fixed deduction, if it is less; if the timber metes at fifty-eight feet, there are two sixpences taken from the price; if timber is 5*l.* a load, at sixty feet metings, and the metings are only fifty-eight, then the price is 4*l.* 19*s.*; sixpence a foot is taken off of every foot; if the metings are sixty-two feet then it is 5*l.* 1 *s.*; and so in proportion, higher or lower, upon the whole lot; if you sell fifty lots, it is all regulated by sixty feet measurement.

If the measurement should much exceed sixty feet, do you get any further advance?—Only sixpence a foot.

Let the average measure run ever so high?—Never any more.

Supposing the agreement is made at any given sum for sixty-feet metings; suppose it was to come to seventy-feet metings, then the whole would be five shillings a load higher than it otherwise would be?—Yes; it is sixpence a foot; there is a stated price for the sixty-feet metings; you agree at so much per load of timber; you have so much for fifty feet, but you agree that the timber shall mete sixty feet

For every foot the meting rises above the average of sixty feet, sixpence per load is added to the contract price?—Yes.

Or deducted, if it falls below?—Exactly so.

Mr. Adolphus.]—Have you had any oak timber offered you for sale this season, which you have declined to purchase?—Yes, several lots.

Why have you declined?—Because I did not know any market for them; nothing doing in the River; not a single ship building. I have refused a good many thousand pounds worth of timber which has been offered me.

Do you mean by that, large timber, fit for the building of large ships?—Timber

of

of different descriptions. I bid 2,500 *l.* for 160 trees, and they wanted 3,000 *l.* and I would not give it them; and they have been to me since, and offered repeatedly to let me have them at 2,500 *l.* and I have refused, and will not have them at all, and they are not cut down; they have advertized them in a public paper, in the Lewes Journal, for sale, and they are not sold. *James Alexander.*

Has there, within your knowledge, been timber put up to auction in the counties of Sussex and Kent, this season, and not sold, for want of purchasers?—Yes, a great deal; I have bought one lot by private contract myself, of 455 trees, that was advertised for public sale in four different lots; there was not a single soul to attend the sale of these trees but myself, therefore they could not put them up, having only one bidder.

Committee.]—Were those large trees?—Yes, some very good trees; timber fit for any purposes.

Fit for building the largest ships?—Yes, some fit for planks, and many of them large market pieces.

Mr. Adolphus.]—To what do you attribute the non-attendance of bidders at those auctions?—The reason was, that they did not know, if they bought it, where to get a market for it. They have no market to look up to; not a single ship building; and there are many people in the timber trade who, when they are without a market, do not know how to buy timber, because they do not know where to get the money, many of them.

[*Cross-examined by Mr. Grant.*]

You attribute the want of demand for timber, just at the present moment, to the low state of ship-building in the River?—Yes.

Have you known at different times, any variation in the demand for timber?—I never knew but what there was a market for it before in my life; I never was at a loss to find a market for all the timber I could buy or have bought.

Do you mean to say, that buying any quantity of it upon speculation, any amount however large, you were quite sure of always getting it off?—Yes; I never bought more than Mr. Wells would always take of me in my life, let the quantity be what it would.

You bought in general, with a direct view, to Mr. Wells's yard?—Yes; because they have always had plenty of work at that yard to do.

But you do not mean to say, there have not been considerable fluctuations in the demands for timber, both in Mr. Wells's yard and in other yards?—Certainly; sometimes they want a great deal more than at other times, according to what they had in hand.

Have you any means of knowing what quantity Mr. Wells required at any particular time?—Yes; about three years ago, Mr. Wells had got several seventy four gun ships to build, and he gave me directions to buy all the timber I possibly could, for they should have a demand for it all; and they took all that I did buy.

And you bought largely in pursuance of that notice or order?—Yes.

How long has the present total want of demand existed?—I suppose, about eighteen months, or from that to two years; they have had very little to do; they had a great deal to do last year in fir frigates; but they wanted very little oak indeed; and this year, what timber I have bought, I have bought entirely on speculation; they do not want an end of timber in the yard; they have so much timber in the yard, they do not know where to stow any more; and they have turned over a large quantity to the contractor for Government, which they were not in want of, and could not make room to take in.

Do you know whether the price has generally fallen within the last eighteen months?—Yes, it has fell for two years running; we have been taking off ten shillings a load two years running; ten shillings a load on plank, and five shillings a load on timber.

You mean to say, timber is ten shillings a load cheaper than it was two years ago?—It was last spring; but I do not know how much it may be cheaper now, because I have had no opportunity of making a bargain.

Can you state, whether the price for two or three years before the year 1794, was less or greater than the price which this account gives for that year?—I think nearly about the same price; but I did not take out the account further back than twenty years; I do not recollect it at much less than 3*l.* 10*s.*; I think, once 3*l.* 5*s.*; but I am not quite confident.

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I understand you to say, that the timber in the counties of Kent and Sussex has generally been sold to the shipbuilders in the River?—It has been sold to timber merchants in the country; I send a great deal into the North, but the large timber generally is sent to the River.

The large timber is generally sold to the timber merchants, by whom it is disposed of to the builders in the River?—Yes, the large timber in particular.

Therefore, if at any time the demand for shipbuilding in the River falls off for a season, the timber grown in those counties will not fetch a price?—No, we have no other market to look to, where large timber can be used.

Would there be no possibility of disposing of that timber to other shipbuilders in other parts of the kingdom?—Not large timber, they do not build large ships in any other part of the country.

If they built large ships in other parts of the kingdom, would not that timber fetch its price in the market?—It certainly would fetch its price, but perhaps there would be a great expense in getting it there; it is an unusual thing for large timber to be wanted any where else but in the River.

Might none of it be used in the Government yards, even if the demands in the merchants yards were to fall off altogether?—Yes, it might be used there, but we must submit to the price Government would give.

Are you able to say, from your own knowledge, what has been the general quantum of the prices paid by Government for timber during the last twenty years?—No, I cannot.

Do you mean to state, that within the last twenty years the prices paid by Government per load, have been materially larger than the prices paid by the merchants?—I really do not know, because I have not had an opportunity of knowing tkeir prices; they have made a contract with one or two houses, and nobody else has an opportunity of knowing the Government price.

Committee.]—It never transpires, does it?—I never heard it.

In the contracts for timber do not Government advertize for what they want?—They did some few years ago advertize, and Messrs. Larkins & Morrice, and Bowcher & Hodges, two houses in the timber line, agreed with them for several years to come at a certain price.

Mr. Grant.]—For how many years?—I think it was for three years in the first instance; and I believe now that two years have passed over, they have renewed their contract for three years more, so that I believe there are four years to come.

At the termination of the first three years was there any advertizing?—No, it was a private contract between them and the Navy Board; nobody knew there was any alteration made but themselves.

Might it not be known generally, and not to come to your knowledge?—The papers that the Government advertisements are in I am in the habit of seeing, and I must have heard of it among my friends; some of the gentlemen builders on the Thames must have known it.

Committee.]—Do you know the fact, of your own knowledge, of this contract being continued?—No, I have never asked the contractors themselves, though I am in habits of intimacy with them; I thought it a rude question to ask them; I know that nobody sends timber in to Government but those two houses.

Mr. Grant.]—When you state, that the total want of a demand for timber by the shipbuilders in the River, would destroy the market for the timber of the counties before mentioned, you mean merely, that it would destroy the market, so far as the merchants yards are concerned; and you mean to say nothing with respect to the effect of any demand on the part of Government for any timber?—It is impossible for me to say that.

You spoke merely with reference to the demand by the private shipbuilders?—Yes, the private timber merchants have no other market to look to but the shipbuilders in the River.

You do not mean to say that, as to all timber merchants?—Yes, except those two houses, the whole kingdom have no market for their large timber, except selling to those merchants who have the contract for Government.

Your answer is made on the supposition that large ships are built only or chiefly in the River?—Yes.

Then

Then you mean to imply, that large timber can be sold only to those who build large ships?—Certainly, they will not cut large timber for small ships. *Mr. James Alexander.*

You mean only to imply, that the large timber will be sold to those persons who build large ships?—Yes, nobody else has a demand for it.

You stated, that in the counties of Sussex and Kent the average annual quantity of timber felled, I think for twenty years past, had been from fifteen to twenty thousand loads, or thereabouts; can you state, whether the greater part of that has been large timber or small?—Some of all descriptions; but if I were to take the whole that has been felled, I might say more; but there has been that quantity of timber and plank felled, that has been fit for large ships the greater part of it.

Committee.]—Containing about a load a tree?—I cannot say any particular size, because we take it as low as twenty-five feet a tree.

Can you give the Committee the size of the lowest sized tree you go to, when you speak of this large timber?—We frequently cut plank out of a tree that has only twenty-five or thirty feet in it.

Is that the lowest size you mean to refer to when you speak of large timber?—Yes; because a certain proportion of it is large timber, fit to be used in the frame of a ship; but the greater part of it is for planks.

Mr. Grant.]—I should wish to know, what proportion of the twenty thousand loads you take to be plank, and what proportion to be timber for the frames of large vessels?—I should suppose two-thirds for plank.

Plank of what size; four-inch plank?—Three-inch or four-inch plank, five-inch or six-inch plank, or seven-inch or eight-inch plank; they never use less than three-inch plank in those ships.

You say, that any quantity of timber might have been found of late years, provided people chose to pay the price for it?—Yes, I never found any deficiency of quantity when I wanted to buy it.

That is the case with most things; if you pay the price you may have them?—You must pay as other people do; it has its scale as well as other things; timber and every produce of the land is equally the same; according to the demand for it, so the price varies.

Do you mean to say, that in the course of the time which the account you have delivered in embraces, the advance in the price of timber has not been greater than the proportional advance of most commodities in common use?—No, I do not think it has, because labour has increased very much indeed.

To what kind of labour do you allude?—The labour of sawing, and felling and hewing the timber, and every description of work that has any thing to do with it, and likewise the carriage to market.

Can you state what is the value of felling a load of timber?—It depends on what country the timber is in, in a great measure.

I speak of your own country?—We give them so much for taking off the bark; they are not paid for cutting down the trees, but for the quantity of bark they get off them.

Do you mean to say, that the labour of felling is now three times as expensive nearly as it was twenty years ago?—Twenty years ago I could have my timber cut for three loads of rind to make a load of hatch bark, five and forty hundred weight, and we gave them 16*s.* per load of rind for taking it off, and those rinds were housed and cleaned, and chopped into hatch bark, and at this time or within this year or two they have had the same price 16*s.* a load, but they have set it in that way, that it has taken seven load of rind to make a load of hatch.

What is the increase in the price of hatch bark?—That varies, and has done almost every year.

What has been the increase in the average price of it during the time you are now taking into your consideration?—From about 12 *l.* to five or six and thirty pounds.

Within what time?—Within these twenty years.

Is it more expensive, and in what degree, to fell timber now than it was twenty years ago?—I should suppose more than half difference considerably.

Do you mean half as much again?—Yes.

What cost you 5 *l.* then would cost you now 7 *l.* 10*s.*—Yes; it has cost more in some places; the housing of bark which we used to give half a guinea for is now 18*s.* and in some places 1 *l.*; the next is the cleaning or hatching of it; what we used to give 1 *l.* for cleaning or hatching we now give 25*s.* for, and where we used

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to give 45*s.* per load for the carriage of it to London, we are now giving 5*l.* or have been giving 5*l.* for it; I gave 5*l.* for it last year, and I have had it carried for 45*s.* the same weight, forty-five hundred weight.

How long has the expense of carriage risen in that enormous degree?—It has been gradually getting up for many years back.

You mean to say, the general rise has been to that amount?—Yes; where we used to get our timber carried for one shilling a mile to any wharf, we are now obliged to give two shillings or half-a-crown.

You have never had occasion to carry it to any great distance?—Yes.

What do you call a great distance?—I have frequently had timber carried thirty miles land carriage.

Does not it diminish the price of timber as you buy it upon the ground?—Not in that degree in which the rise of carriage has taken place.

How much of the price of a load of timber resolves itself into the expense of carriage upon an average?—I buy but very little timber in the county of Kent and Sussex that does not cost me one shilling a foot, and some a great deal more; if it comes by water, coastwise, after we have paid the expenses of getting it down to the River, paid wharfage, and paid the land carriage to the wharf.

What do you take the price of timber to be, when you state that?—8*l.* 10*s.* is the price we had last year.

Then there are about six pounds remaining for the price of the timber?—Yes, six pounds, or thereabout; in many places it costs more than 50*s.* carriage.

Do you mean that the carriage is about one third of the price of the load?—It depends upon the price of corn; now corn is cheaper, we expect to have carriage cheaper. The water carriage was fourteen shillings a load twenty years ago, and now it is eight and twenty.

What is the increase of the price of timber to the grower now, or compared with what it was twenty years ago?—Twenty years ago we could buy timber from 50*s.* to 3*l.* 10*s.* per load, on the stub, top, and bark, and every thing; I have been giving, since, four times that money, or at least from twelve to thirteen pounds upon the same farm, and for the same species of timber.

Then the grower makes a great advantage by his timber now, compared with what he made by it twenty years ago?—He has done.

He has done, until the falling off of the demand within the last eighteen months, or so?—Yes.

Committee.]—You mean that the grower got a higher price for his wood?—Yes, he has got a higher price, within a few years back, from the increased demand there was for it; but if there is no demand for it, timber must meet its level, as well as other things.

Mr. Grant.]—Do you mean to say, that the demand has been very great of late years, and that the price has increased in consequence?—Yes, because at the time the East India company were building a great many ships, and Government was building a great many likewise, there was a great deal of timber wanted; and now, at this time, I have bought my timber on speculation, knowing no market for it; but I have oak from thirty to forty shillings per load less than I had last year; if that is to be the case, timber must fall in that proportion all the while there is no demand.

Then the increase of which you have spoken in the price of timber, is owing not merely to the increase in the price of labour, and in the expense of carriage, but also that the grower gets an increased price for it, which is to be ascribed to the great demand?—Yes.

You stated that there had been a great saving of timber for the last 20 years?—Yes.

Do you mean to say that more care has been taken of it when growing; or that there has been a more economical use of it, for all the purposes of machinery in which it is employed?—There has been more care taken in the managing of it, and the fencing of it in to keep it from harm; and with respect to all kind of mill work, instead of using oak timber which they used to do, they are now substituting cast iron for almost every purpose of millwork.

Do you know whether, in the construction of ships they have spared the use of oak timber, by substituting other materials?—They have used iron knees instead of wood knees.

You

Mr. James Alexander.

You conceive that sort of saving has been of great use by sparing the consumption of oak timber?—Certainly; because the knees are a particular description of things that are not to be got.

I believe they have occasionally used foreign timber in ship building, to save the use of our native oak timber?—I believe there have been instances of it.

They have built vessels of fir, have they not, for that purpose?—Yes, they have built vessels of fir; whether the Navy Board's motive was to save the consumption of oak timber, I cannot say; or whether it was that they would sail lighter.

What effect do you conceive their saving oak timber in those respects, will have upon the growth of oak timber?—If there is not a greater demand, the timber will not be suffered to grow so much; it will not be worth while to let it grow if there is no demand for it.

Am I to understand you, that the use of iron in millwork instead of oak, and the use of other sorts of wood in shipbuilding, would discourage the growth of oak timber?—Yes, certainly, there is not a doubt about it; because if there is no demand, it must reduce in price, and it will not answer the grower's purpose to grow it.

Then you conceive, that all the saving which has been made in the use of oak timber, must have a bad effect upon the growth of it?—No, not a bad effect; I do not know what you mean by that.

It must discourage the growth, you say?—*If there is not a market for it, it* must discourage the growth; *it will not be worth people's while to grow it if they* cannot sell it when they have done.

In your judgment, has the saving which has taken place, *operated to discourage* the growth and cultivation of oak timber?—*It cannot have had much operation yet;* but it will have, because there will be no market to take it off.

When you state, that about from *15 to 20,000 loads have been felled* annually upon the average, can you state whether more has been felled annually of late than formerly, or not?—I do not think there has been a great deal of difference; I think within the last ten years there may have been more used, because there has been a great deal used for Government service, as well as for the merchant service; I think on the average more than there was the ten years before.

You say, if timber is left standing after it has come to maturity, it becomes defective?—Yes.

Can you state in what sort of soil oak grows best?—Clay.

Is it a soil good for corn or not in which oak timber grows best?—The best wheat grows upon stiff land, which is clay.

What is good for oak is good for wheat, in short?—Yes.

[*Re-examined by Mr. Adolphus.*]

You state, that the use of iron in machinery has diminished the demand for oak?—Yes.

That has been of the largest kind of oak, generally?—Millwrights generally use the largest kind of oak.

And the same in steam engines?—Yes, they used to use some years ago. Mr. Rennie, the great engineer; I have sold him many large trees to use as shafts; but now they use cast iron, and in all kinds of machinery and millwrights work they use cast iron.

But notwithstanding the want of demand so occasioned, there was always, till now, a sufficient demand for oak to encourage the growth?—Yes, for all purposes, millwrights purposes and ship builders, and every one else; and I have no doubt in my mind, there is a sufficient quantity to answer those purposes now.

Are your also of opinion, there is a sufficient quantity in preparation, of rising oak, to continue answering those purposes for years to come?—Yes.

You say that oak and wheat grow well in the same lands; that is, that the land that is good for wheat is good for oak; does it take a considerable number of years before you can convert land where oak has been grown into good arable?—No; you must take up the stubs where the oak has grown, and it soon gets into tillage, the same as other land.

Do you know the expense of reducing an acre of land in that way, in bringing it from the growth of oak to arable?—No; a farmer if he is going to grub up a wood, gives the labourer the stubs for his labour.

And they will do it for that?—Yes, in some places it depends upon how firing

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sells; in places where it is only timber stubs they will charge you half a guinea a chord for taking it up.

The oak you say is the natural growth of Kent and Sussex?—Yes.

So that it is not easy to rid the land of it, is it?—If you grub it up or plough it up, you may rid any land of it; but the natural growth of those counties is oak timber, and if you drop an acorn, so that it is covered, it will grow.

If the use of iron in machinery has diminished the demand for oak, will the introduction of India-built ships also diminish it considerably?—Certainly, it will quite annihilate it; there will be no demand for that description of timber in this country, without it is for Government.

If all demand but that by Government is excluded, will it be very disadvantageous to the landed proprietor, who grows oak?—Certainly.

I speak of the large timber, of course?—Certainly, there will be no other demand, if there are no large ships built in the River.

And will be a great disadvantage to the grower?—Certainly, because he will have no competition in the market, he will have only Government to look to.

Do you think, that under these circumstances, it would be worth the while of any man to let his oak grow to a large size?—No.

The bark will be as profitable to him, if he cuts it young?—Yes, if the consumption of timber is stopped in this country, there will not be bark sufficient from the timber that will be cut for the use of the country, to supply the tanners in this country; for they have had as much as they could do to get bark in this country when there has been a regular trade.

Is the supply of bark from foreign countries easy; is much brought from abroad?—They expect to get some from abroad; and if they do not get some this year, the fall of timber will not supply the tanners of this country with bark; they could not for many years back get any bark.

[*Examined by the Committee.*]

What age, generally, must the oak be before it can yield forty feet of timber?—I suppose from 50 to 60 or 70 years, upon an average 50 years.

The growth after that time is not so quick as before, is it?—It swells more in proportion, it gets more per year all the while it is growing after that time.

Suppose it to be 50 years old before it measures 40 feet of timber, how old do you take it it must be before it measures 60 feet?—I suppose from five to ten years older; it will increase very fast indeed when it gets to that size, when the circle gets large it swells in proportion, the larger the circle gets it must increase every year.

What would the average period be, before it gets to 60 feet?—I suppose it would grow two feet a year.

Then that would be ten years growth?—Yes; we generally call a tree to grow, after it gets about twenty-five feet in it, a foot and a half per year.

That you give as a general rule, as far as you can state it?—Yes; where it grows well, it depends on the soil; and in some soils, when it gets to 15 or 20 feet, it will never grow any more, if it stands a hundred years.

In speaking of this growth within ten years, you take the average of the soils in the counties you know most of?—No; because there are many places where it will not grow after it has got to 15 or 20 feet; I am speaking of the best soils in the county of Kent and Sussex.

Give me the average of the period which a tree, when it is 50 years old, takes to increase from 40 to 60 feet?—I should think, from 15 to 20 years; where it grows very fast, it will increase two feet a year.

And will it take the same period of time to increase from 60 to 80 feet; would it increase slower or faster, or in the same degree?—The bigger it gets the larger it gets in a year in its growth.

Has that no end, till it comes to its full growth?—Not till it comes to its full growth.

What quantity of feet of timber will the largest trees contain?—We very seldom get timber more than fifty feet metings; we call that some of the best sized timber, a large description of metings; taking the average of a lot of good timber in those metings, there will be two loads in some of the pieces.

According to your computation, what time would it take in the best soils in the counties of Sussex and Kent, for a tree to increase from, containing 50 feet to a hundred?—I suppose, it would increase in from twenty to five-and-twenty years,

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years; where it is growing well, it will grow two feet a year or more in good soils.

If your computation is understood rightly, by the rule of valuing that is established in the trade, supposing a man to deliver 600 loads of timber, consisting of 500 trees, at five pounds a load, that would just come to the 60 feet metings?—Yes.

Then he would have only his contract price for that timber?—No.

But if he could deliver the same quantity, consisting of 250 trees, then he would have 8*l.* a load, and no more?—That would be 120 feet metings, it is not 8*l.* a load, it will be 6*l.* 10*s.*

Supposing the price of timber then to have remained the same during the time that the tree was growing from a content of 50 feet to a content of 100, all that the owner would have got would have been thirty shillings increase upon the 5*l.*?—No, there would be more in it, he would have a double quantity besides, instead of 50 feet he would then have 100 feet.

If the price of timber had been the same, instead of 5*l.* for his one load, he would have had what?—13*l.* for the two load.

He would have had 6*l.* 10*s.* in addition to the 5*l.* if it was suffered to remain?—No, it would be 13*l.* altogether.

Is that all the equivalent to the compound interest at five per cent. laid out?—It requires a calculation; I cannot answer the question.

What number of trees, of sixty feet meting, would grow upon an acre of ground?—I do not know that ever I made an observation of that sort. I know an instance in which 160 trees, which contain 167 loads, have grown upon nine acres of land; there is other timber on it; a considerable number of trees that are in a growing state; some of the trees which are standing are twenty or thirty feet; those were offered to me for 2,500*l.*

IV.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Lunæ, 2° *die Maij*, 1814 - - - - p. 149.

Mr. James Alexander.

Ordered, by The House of Commons, *to be printed,*
3 *May* 1814.

V.

Select Committee on East India-built Shipping.

Martis, 3° die Maii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *William Driver*, Called in; and Examined by Mr. HARRISON.

Mr. William Driver.

WHERE do you live?—In the Kent Road; Surrey Square.

I believe you have been extensively employed as a valuer of timber, and surveyor of estates, for some years back?—Yes, I have.

For how many years?—Thirty years and upwards.

I believe you have been repeatedly employed by the Land-Revenue Office?—Yes, I have.

Have you had in the course of this employment extensive opportunities of knowing the state of oak-timber in England?—In some parts of England, not in all.

In what particular counties have you had the most experience?—Kent, Sussex, Surrey, Northamptonshire, Hampshire, Essex, and Cambridge; the fact is, there are three or four of us, and we go different routes. I think my brother has been more in the timber counties than myself.

Has the price of timber risen of late years; within the last twenty years?—Yes.

Considerably?—Very much indeed.

Has it also fluctuated considerably as well as risen considerably?—I think it has been rather stationary till within the last two years, and it has rather fallen since that time.

Has it not fluctuated considerably in price at different periods within the last twenty years?—I do not think it has; it has been rising gradually within that time to the late high price of 14*l.* a load, and it has been rather falling within the last year or two.

To what do you attribute its falling?—I rather think the high price of timber has induced people to cut timber, which would not otherwise have come to market had it not been for the high price; that brought a great deal to market.

What effect, in your judgment, would be produced by the discontinuance of building the large class of vessels, merchants ships, and men of war in this country?—I will first of all assume, that it would take off the demand for large timber, and by doing that, of course it would be very injurious to the country, because it would not be worth while for country gentlemen to protect their timber, unless they were sure of a good price; if it was lowered in price, it would prevent the care in the cultivation of it which has been taken lately. I think timber has been more protected and encouraged for the last ten years than ever it was before, on account of the high price.

Of course, if the market was to cease, the inducement to protect and take care of the large timber would cease with it?—Of course.

Is it prudent, in your judgment, to permit oak-timber to stand after it has attained its proper growth?—We consider that it may stand for some years afterwards, but it does not improve much afterwards. I do not know that it is deteriorated much for a considerable number of years after it has done growing; the general opinion is, that it is a long time growing, and continues in a good state for a long while, and then is a long time in decaying; but it certainly never pays for standing after it has done growing.

I apprehend a considerable quantity of timber must be felled annually for the purpose of the supply of bark?—Certainly, unless they have a substitute.

Mr. William Driver.

That alone produces a considerable fall of timber in the year?—There does not seem to me to be much bark for the present consumption; there does not appear to me to be too much bark at present.

Have you had any means of knowing the state of the royal forests as to the supply of timber?—Particularly two forests, New Forest and Dean Forest; I have had a large concern in them for the last ten years particularly.

In what state are those forests of Dean and the New Forest, as to the supply they are capable of affording of oak-timber?—Dean Forest, at present, has very little left, the greater part is cut; there may be twelve or fifteen thousand loads. I went over the forest of Dean about five or six years ago, and I think we had about thirty thousand loads left then, but it has been felled considerably since that period, for the sake of new plantations; we are now planting about eleven thousand acres.

In what state is the New Forest?—There is not a great deal of timber in the New Forest, there is something considerable, but not according to the extent; I never measured it.

Those are the only two forests you are particularly acquainted with?—Yes; they are the only two I am particularly acquainted with.

Are you able to form any judgment, from the means you have had of seeing the state of the oak-timber in the counties to which you have alluded to, whether there is a sufficient supply for the Navy, and for merchants purposes, of oak-timber in those counties?—My opinion is, that at present there is a sufficient supply for some years to come; perhaps it may serve for the next fifteen or twenty years, or five-and-twenty years to come, and there is a large quantity at market. I should think there would be a scarcity after that period of large timber.

Do you mean to say, that the care that is now taken of the timber, in different stages of growth, will not furnish a supply after that period?—What is young timber will not then be old enough; what we are now planting for Government, seventy or eighty years hence will no doubt amply supply the Navy.

Am I to understand you to say you do not think there is timber of intermediate growth, to come in at the expiration of that period of five-and-twenty years, and continue the supply?—That is my opinion; the young plantations will not then be arrived at maturity.

Committee.]—What plantations?—The Government plantations.

Mr. Harrison.]—Do you mean to include in that opinion the private estates where timber is preserved in those counties?—That is my opinion; every body appears to be cutting their large timber, and I think the small timber will not be arrived at maturity at the end of five-and-twenty years.

Committee.]—Do you speak of other plantations than Government plantations?—I know but of very few plantations of oak in this country; there are very extensive plantations of fir, but very few of oak.

So that you apprehend there will be a scarcity of large timber after twenty-five years, till the Government plantations come to maturity?—No, I do not think that; it will not be so plentiful as at present certainly.

And you speak not only of the King's forests, but generally, as far as you have seen through the country?—Yes.

Mr. Harrison.]—You have spoken of plantations; I want now to ask you as to the general growth of timber that is encouraged in Kent and Sussex, and the counties where it is the natural produce of the country, and where they do not plant, but encourage the growth of that which naturally comes up?—There will be a great deal produced from that; but I do not think that will be sufficient to keep up the supply after the five-and-twenty years, to the same extent; I do not think there is a quantity sufficient to do it.

You have mentioned four or five counties with which you are acquainted; are you acquainted with either of the Northern counties, or with Wales, so as to give an opinion of those counties?—I have been a great deal in Wales, but not in the North of the country; there is a considerable quantity of small timber in Wales; it is not in an advanced state of growth.

The Northern counties you are not acquainted with?—I am not.

Does timber increase more rapidly in growth after thirty years than it does in the first thirty years of its growth?—In the progress of our business in the Forest of Dean and New Forest, we have made experiments every two years, for some years past,

Mr. William Driver.

past, in measuring the progress of trees, which we marked by letters, and I made a memorandum before I came here, that in king William's Woods in the New Forest, the metings of 15 feet produced a per-centage of 3 $\frac{3}{4}$ per annum; they increased 3 $\frac{3}{4}$ per year; those woods were originally planted very thick.

Those woods were originally planted very thick, and not properly thinned afterwards, and the timber has grown up in an unnatural way?—Yes, very high and very small, fit only for planking; there are two lots in the same wood that produced exactly the same per-centage. There are a great number of instances in this memorandum, but the result is that they produced about six and a half per cent. on their bulk.

Committee.]—The fifteen feet produces 3 $\frac{3}{4}$?—Yes, and the next sixteen feet and a half metings produced exactly the same.

When you speak of this bulk of the timber, you allude to the quantity of square contents?—Yes, the square contents, 3 $\frac{3}{4}$ on the square contents; taking the average of fifteen different dimensions, they only averaged seven feet, because many of them were very small, and there is one of twenty feet metings produced 4 $\frac{1}{2}$ per cent. and another of fifteen feet produced 4 $\frac{1}{4}$.

What age were those woods generally?—Those of king William's were about 130 years.

Mr. Harrison.]—Have you any higher average?—No.

Can you tell me, from your general knowledge upon the subject, whether timber after thirty years increases more rapidly in growth than it does in the first thirty years in a proper situation for growth?—No; the very small timber trees will grow to an enormous per-centage; they will almost double themselves in two years. I conceive the greatest growth is from five-and-thirty years to about seventy; I should think so from my general knowledge, but not from particular measurements.

Excluding quite young new trees?—I mean large trees of course.

Have you made any experiment to enable you to state any increase of growth on a tree of that description?—About 3 per cent. I think the large trees do not increase so much as small ones; there is no way of giving a general opinion, the different soils make a difference.

Committee.]—You mean to apply that 3 per cent. to timber in the most favourable situations?—Yes; from 3 to 4 per cent.

Mr. Harrison.]—You have given the price per load so different from what we have delivered in, that I wish to have it explained; I think you have stated 15*l.* per load?—Not now; it has been 14*l.*

Do you mean by that, including the loppages and bark?—Yes; which is generally reckoned half as much again as square measure.

That is somewhere about nine or ten pounds a load for square timber?—A load of round will give about a load and a half square.

[*Cross-examined by Mr. Spankie.*]

Have you had much opportunity of observing the consumption of timber for the last twenty years?—No; I only know the sale.

Have you known of a great quantity sold, taking an average, for instance, of the last ten years compared with the preceding ten years?—I can hardly answer that question.

In your observation, has the demand for oak-timber, for machinery as well as ship-building, increased within the last ten years?—I think it has; at least there has been a larger quantity come to market than before.

Comparing your knowledge within those counties with which you are most acquainted, can you say whether the quantity which has been cut has been fully supplied by the quantity planted?—We always consider that oak-woods supply themselves without planting. Government make a point of planting them, but nobody else. I think there is always a sufficient supply in oak-woods to supply themselves after the large timber is cut out. There is timber of all ages to succeed; and as they cut the larger ones the others will take their place of course; so that there will be a general supply always going on, of some age or other.

Then, in your observation, has the demand for large timber been particularly great during the last ten years?—We have sold a great quantity of large timber; an immense quantity.

Mr. William Driver.

Do you think that a greater quantity of large timber has been cut during that period of ten years than has grown to maturity, or will arrive at maturity in the next ten years?—It is impossible to answer that question. I think there will be a supply for the next five-and-twenty years.

Is there a supply of timber more immediately coming into use?—I think there is plenty coming into use for the next twenty-five years; there will be no scarcity for the next five-and-twenty years, in my own opinion.

When you stated that you did not think there would be an absolute scarcity, do you think that the price remaining pretty nearly what it was during the last three or four years, supposing the consumption to continue as it has been, that timber would come to market for the same quantity of consumption at the same price?—I think it would. I think there would be a supply of large timber, provided the price was kept up; not otherwise.

You mean the price of eight or nine pounds a load?—Twelve or fourteen pounds a load, which is about the same thing; I have sold a large quantity this year at 12*l.* 10*s.* per load.

Round measure?—Round measure; I have sold nearly 3,000 load from one estate, this year, of round measure.

Committee.]—What did those trees average?—We have not measured them yet, I think about 40 feet, or from that to 45 feet.

It would be considerably more if it was square measure?—Yes, it would be sixty feet if it was square measure.

If it was sold as square measure what would that forty feet produce?—It would have yielded sixty feet.

It would have been a load of timber at sixty-feet metings?—It would.

Mr. Spankie.]—State what the round measure would make, and square measure?—Half as much again nearly.

Will you explain that?—A load of round measure will make a load and a half of square measure nearly; it is supposed to be about that proportion generally, but that varies according to the hewers, whether they hew it more or less.

In your opinion, would a smaller price than that you now mention, 8 *l.* a load, be a sufficient encouragement to a man to let his timber grow?—I am very certain that if the timber was reduced much, it would not, there would be very little protection or care taken of it.

In the course of your observation, have you seen much wood-land converted into arable-land?—Yes, I have seen some, not a great deal.

That I suppose you ascribe to the high price of wheat?—I think it, may in a great measure, there is no doubt of it, because oak-land is generally wheat-land.

[*Examined by the Committee.*]

What do you suppose, upon an average soil, may be the contents of a tree of 40 years old?—According to my present statement, it varies very much indeed, very small, certainly; I should think we had a very fair experiment of that sort, in the forest of Dean; I made a report upon that about thirty years ago, and there are a great number of those trees which we have transplanted lately, now into other parts of the forest, and there is scarce any of them have grown to the girth of six inches square.

When transplanted?—No, before transplanted; there are perhaps three or four of them rather larger, and others are only three or four inches; the large ones are about seven inches.

What do you consider to be the average growth of forty years, as to contents in round measure?—I should think very likely six foot of timber.

Round measure?—Yes.

What would be the value of a tree of that kind to the grower, at the price of 12*l.* 10*s.*?—Twenty or thirty shillings for the whole tree, according to the quantity in the tree.

What do you take to be the average contents of a tree seventy years old?—Much depends on the situation and soil.

Cannot you give a similar answer to that, as you did to the last question?—I know many trees of seventy years growth produce forty feet of timber, and many others which do not produce twenty; so that it depends on the soil and the closeness of their being planted.

Then

Then you cannot give an average?—I cannot.

Mr. William Driver.

Taking into consideration the interest that may be made of money, at what age do you think it most advantageous to an owner to cut down his tree for sale?—If the price was equal to the present price I should think about seventy or eighty years; it will never pay for standing after that.

What is the age at which the tree is, generally speaking, fit for building large ships?—From eighty to one hundred and twenty years.

Eighty therefore, is the youngest and smallest sort of tree that will do for that purpose?—For the large timber it is.

Eighty years is the earliest period at which a tree will cut for large timber?—Yes, in the best soil.

And trees of eighty years do not furnish the largest that is wanted?—No.

Then at the present price you do not think it is worth an owner's while to let his tree grow from eighty to one hundred and twenty years?—I do not.

At what price should you think it would be worth while?—I can scarcely tell.

The higher the price is, would not the disadvantage be greater, seeing that the owner is losing interest upon a larger sum in the present price?—Unless there was a prospect of further increase of price, it certainly would.

Therefore nothing but a prospect of a very large increase upon the present prices, can make it worth while in this country to permit timber to stand to an age fit for the largest timber wanted in ship-building?—Certainly, that is my opinion.

Mr. Adolphus.]—Do you know what proportion of the trees to be employed in building the largest ships will be of a quality to require a tree exceeding a hundred years?—That I cannot tell.

Committee.]—Does your habit of surveying timber, and estates where timber is grown, enable you to say what proportion the demand for timber of that large size bears to the proportion of the demand for timber of a less size?—I cannot answer that question fully, because we never find any deficiency of demand for large timber; we have no difficulty in selling every sort of timber.

Have you any difficulty in selling timber under the largest size?—No.

Then the demand for both the large and less size is always equal to the supply?—Lately it has been, which has rather produced the high price.

Can you say, in the course of your practice in selling timber on the part of persons who employ you, what proportion the timber of the largest size which you have sold has borne to the timber of smaller size?—We are generally employed in selling large timber; we never advise the cutting small timber, but always advise against it; we never cut small timber if we can avoid it.

You always advise your employer to suffer his timber to stand till it comes to the largest size?—Till it comes to a good size, but a great quantity is cut from necessity or other causes.

Then can you say what proportion the large timber you have had to sell bears to the small timber?—Full half perhaps; the largest quantity of it has been large timber.

What are the purposes to which oak-timber is particularly applied?—Large timber for Government, and small timber for country purposes.

Do you think the consumption of oak-timber has increased within the last twenty years?—I think so, because there has been a larger fall; there has been a great deal of large timber come out lately, and it must of course be consumed.

As far as your observation has gone in the counties with which you are best acquainted, has not the timber of a size for the purposes of ship-building and internal purposes considerably diminished in the course of the last twenty years?—It has, I think, within the last ten years, the high prices have brought it forth.

You have been connected with the office of Woods and Forests?—Yes.

Were you one of the persons on whose information a Report in 1792 was drawn?—Yes.

You are acquainted with the Report?—Yes, I am.

Did the opinions conveyed in that Report concur with the information you gave to the Commissioners?—I do not recollect; it is a very long Report.

Do you concur in this opinion, as stated by the Commissioners, "We are persuaded that we shall not be thought to go beyond what is warranted by the information before us, when we form this conclusion, that if the prosperity of this country shall continue, the consumption of oak-timber for its internal purposes, and

Mr. William Driver.

for the shipping necessary for the whole of our trade, including that of the East India company, will, at no very distant period, furnish a very ample demand for all that can be expected to be produced on private property in this kingdom; and that such is the present state of the growing timber, and the prospect of future supply, that this country will in all probability experience a fatal want of great oak-timber, and become dependent on other powers for the means of supporting her Navy, if care be not taken to provide a supply in future by the improvement and better management of the Royal Forests, and to reduce the consumption of it by the utmost care and frugality in the expenditure."—Yes; certainly, that was part of my Report—those very words. I may further add, that in consequence of that Report, and other causes, great care has been taken of timber within the last twenty years to my knowledge; so that it has increased beyond our expectations at that period. The small timber has been protected and taken care of beyond our expectations.

Subsequent to the making of this Report, has not there been a very unusual consumption in the large oak-timber in the building of large ships for the Navy?—I cannot answer that question from my own knowledge, other than from general report.

You have stated, that in about twenty or five-and-twenty years there will be a scarcity of oak-timber; and that the timber that is now growing cannot be expected to be fit for the purposes of large timber till it is from 80 to 120 years old?—Yes.

Then there is an interval of 60 years; do you see any means of our supplying ourselves with oak-timber after that period?—After that period I think there must be some importation; not till then.

Do you say that from knowledge?—I say it from general observation; we have found much more timber come out, in consequence of the high prices, than we expected.

By general observation do you mean a knowledge of the state of timber all over England, or only in a few counties?—Only in those counties I have named, Sussex, Kent, Surrey, Hampshire, Gloucestershire and Dorsetshire.

And your knowledge of what is likely to happen in the supply of timber upon which you express that general opinion is derived from a knowledge of the state of timber in those counties?—Yes.

And no further?—I do not wish to extend it further.

Your knowledge does not extend further?—Not immediately.

Do you know that Staffordshire is a county in which much timber is produced?—Yes; and Warwickshire particularly.

And you do not know the state of timber in those counties?—Not exactly.

Do you know that Yorkshire is a county in which much timber is grown?—I have heard of it, but I am not concerned with it.

Berkshire does not come within your knowledge?—Yes, it does, and there is a considerable quantity in Berkshire.

Is there a considerable quantity of oak-timber in Berkshire?—Yes, but not very large.

You have said you concurred in the opinion of the Commissioners which was cited, that except great care was used to protect the growth of wood, and great frugality observed in the use of it in the King's yards, the supply of large ship-building timber grown at home was likely, after a certain number of years, to become insufficient to the want of it?—Generally speaking, I approved of that report; I did not take part in drawing it up, but I approved generally of it.

And that the ship-building for the Navy of this country was likely to depend for a supply of large timber on foreign countries?—That follows of course, if the other was not protected.

You have said also, that since you made representations to Government of the necessity of taking better care than had been taken of the young timber in the forests, and since that Report was made from which the opinion above mentioned was cited, greater care has been taken of the King's forests?—Certainly within the last ten or fifteen years.

Be pleased to state your opinion upon the prospect which the country may have of a better supply in future of large timber for the purposes of ship-building for the Navy from the better care that has been taken within the last ten or fifteen years in the King's forests?—My opinion is, that in consequence of the care which they have lately taken, the timber is likely to increase and become a very considerable supply at some future time for the Navy.

Please

Mr. William Driver.

Please to state whether or not your fears of a deficiency of a supply of large timber at some future time, not very far distant, have been diminished or not?—My opinion is, that in consequence of the care my fears are considerably diminished, because it is protected.

Are not the Committee to understand, that in consequence of the great consumption of timber for large ships, there is likely to be a deficiency in the course of five-and-twenty years?—I think there is.

Then do you suppose that all the care that can be taken now, or has been taken recently, can prevent that scarcity?—Certainly not; what I have stated applies to a longer period than that.

Notwithstanding what is said in the Report alluded to, has not the supply of large timber met the demand?—Yes, certainly, as far as I know, there always was enough for the demand.

Has not the subsequent care in preserving oak-timber brought into the market a greater quantity than you expected?—I do not think it has, because it has nothing to do with the large timber at all; the care that has been taken does not apply to the large timber that has recently been brought to market.

When you say that in consequence of the greater care which has been taken, within the last few years, of the King's forests, your reason for a deficiency of supply in time to come has been diminished, do you mean that that care has shown itself in the planting up timber-ground only, or in planting up timber-ground, and also taking care of trees now growing and arriving at middle age?—In both, certainly.

Then do you mean that the trees now growing, and now arrived at middle age, by the greater care which has been taken of them, will come in the course of the next five-and-thirty years to the use of ship-building, at a large size, and with more certainty than they would have done if those precautions had not been taken?—Yes, I am quite of that opinion.

And do you think their so coming will prevent in a great degree that deficiency of supply of which you expressed your fear to the Commissioners of Land Revenue, and which they also express in that opinion which was cited to you?—Certainly.

You nevertheless still remain of the opinion you have expressed, that there is in the course of twenty-five years likely to be a deficiency in large timber?—I think so; it is merely matter of opinion.

You have stated, that though the precautions which have been taken will ultimately provide for the supply of the demand, still that there might be a period in which it will not supply it?—Yes, that is my opinion.

You think there is not sufficient large timber to supply the demand?—I do not think so; we are only employed in selling timber, and if we find customers who give a great price for it, we suppose they want it, and it must be had.

Has not a great deal of large timber been brought to market by the high price, than you think otherwise would have been brought to market?—Exactly so; I think that is the chief cause of the great quantity of large timber being brought to market.

Have not the means of supply been very considerably enlarged by the canals and internal navigations which have been made in the country?—Certainly, by reducing the expense of carriage.

And notwithstanding all these advantages there has not been enough to meet the demand?—No, I cannot say that, I am quite ignorant of that.

You are a mere agent for sellers?—Yes, and all that I know is, that we get a ready sale for our timber at a good price.

Do not you think that the utmost frugality is necessary in the use and expenditure of the great oak of the kingdom?—Certainly, it ought to be used with frugality.

It is stated that the price of timber has rather fallen within the last two years, has not that been owing very considerably to the unusual circumstance of the timber on four great estates having come to market?—No, I think it is more owing to the price of bark, which has fallen considerably.

What proportion does the value of the bark bear to the value of the whole tree, at the present price?—Forty shillings a load perhaps at the average, a fifth or a sixth of the whole price of the tree.

Of the value to the owner?—Yes, to the purchaser.

Do you think the price of oak has been proportionably higher than the other produces of a soil?—I do not know that it has; I have sold a great quantity of oak five-and-twenty years ago, at about 6*l.* 5*s.* a load, round measure, which we now sell for 12*l.* 10*s.* round measure; that was then a very fair price; since that it has

Mr. William Driver.

gradually been rising to 12*l.* 10*s.* a load, it may be partly attributed to the enormous price of fir-timber that oak is increased so considerably; at one time oak was cheaper than fir.

Do you happen to know that at any time within the last four or five years fir-timber has been as high as from five to seven shillings a foot?—I bought myself at five shillings a foot for Scotch fir, hewn measure.

Have you also had opportunities of knowing the price of foreign fir?—Yes, by mere accident; having bought some myself about that time, I gave as high as 14*l.* a load.

Is that round measure too?—No, square measure, I think; I gave 5*s.* 6*d.* a foot for it.

If the canals have occasioned an increase in the consumption of oak-timber, have not they also furnished a conveyance for a large quantity of oak-timber applicable to ship-building, which otherwise would not have been brought to market?—Certainly.

Ought not that circumstance to have diminished the price; if timber had been existing in the country to supply the demand?—From some cause the price diminished; I attributed it rather to the want of demand.

Ought not this circumstance to have diminished the price, if the demand had not been very great?—It ought.

Within the last two years has the price of timber for ship-building been diminished, or has the diminution of price been in the bark?—In both, I think.

When you state the price of timber, is it clear of the price of bark?—It is always clear of the bark in the measurement, but the tree is sold with the bark on.

Then in all those prices which you have mentioned in the course of your evidence you have included the bark, and the lop and top as well as the timber and the tree?—Of the oak always, not of the fir.

Mr. *John Morris*, Called in; and Examined by Mr. ADOLPHUS.

Mr. John Morris.

You are a timber merchant, I understand?—Yes, I am.

How many years have you been concerned in the timber trade?—About five-and-twenty.

Have you had extensive opportunities of being acquainted with the state of oak timber in many counties—I believe in most counties of the kingdom on this side of the Severn; where timber is grown we have purchased.

Then your knowledge extends fully to those counties by your experience?—I was fifteen years as agent to Mr. Larkins, and ten years his partner, and in that time I have managed his business generally.

Is there not then within your knowledge at this time a considerable quantity of large oak-timber in the country?—There certainly are considerable quantities of large timber in different parts of the kingdom.

By that timber I mean, fit for the immediate purposes of building large ships?—I speak generally of large timber, as you put the question as to large timber.

Is there not a considerable quantity of timber fit immediately for the building of large ships?—There certainly is a considerable quantity in different parts of the kingdom.

Is there also a very considerable quantity of timber of moderate growth, which in the course of twenty or five-and-twenty years will be fit for those purposes?—I consider there is a much larger proportion of that than of the larger.

A much larger proportion of that description, than of that which is immediately fit to be cut for the purposes of building large ships?—Yes.

Is there then any reason to apprehend, that after a lapse of twenty-five years there will be any deficiency in timber for all possible purposes, supposing in the mean time proper care is taken of that which is coming forward?—It would depend on the consumption, and what the demand was for it.

I mean, judging of the future by that which your experience has informed you of, is there likely to be a deficiency after twenty-five years?—I consider there is now some scarcity of large timber, though there are large quantities in the kingdom; I think there have been very large quantities of timber brought within the last ten or fifteen years in particular, into this market, or into the dock-yards generally, from the Grand Junction and other newly-formed canals; it of course will be some time before an equal quantity of timber is produced from those countries.

Do

Mr. John Morris.

Do you mean, that that time will exceed probably five-and-twenty years, or that at the end of five-and-twenty years there will be an ample supply?—I think from the very situations that the large timber has come from, there will be considerable quantities of timber more come; in that time it certainly will grow to timber of a fair size.

And from those places which are not immediately within the vicinity of the canals you have spoken of, the supply will be very large indeed, I apprehend?—I consider there were very large quantities of timber standing for want of a market, and which, the moment the canals were opened, were brought into the market.

That affects only certain districts of the country; of course your knowledge extending to the Severn, you know whether there are not in other places where those causes have not operated, large quantities of large timber, and timber in progress to be large timber, which at the end of five-and-twenty years, and in the intermediate time, will probably come to the market?—I consider the country is now so intersected with canals, that the greater part of the large timber from those places is already brought; still it is there where the principal part of the remaining supply of large timber is.

Is it within your knowledge, that of late years great care has been taken in protecting the growing timber?—I think very great attention has been paid to it.

Not merely to that which has been recently planted within late years, but to some which had been of considerable standing before?—I have not seen a great deal of timber planted; I allude more particularly to the care taken of growing timber.

Have you reason to expect that, from the effect of that care, a supply will be produced adequate to the general demand of the country?—The supply of the country may vary so much, that it is impossible for me to give an opinion upon that head, but I am sensible that timber grows faster than what is generally considered; I ground that opinion very much upon a Report made to the House of Commons, in June 1812, from the Commissioners of Woods and Forests.

Have you made any experiments of your own, or taken any observations which enable you to speak of the increasing and progressive growth of timber?—Merely in going through the woods at different times when they have been felled; having been in woods which were felled fourteen years ago, at different periods, when I have returned to the same woods, I have been sensible that what remained had increased much from the former growth.

Your observations in that way were not so accurate as to enable you to state any certain result, but merely that they have made progressive advance in size beyond your expectations?—Merely so.

I understand you that the market has been rather extraordinarily supplied of late years?—The price has brought very large quantities to market, timber being in such situations that required a great price to pay the expences of bringing it.

If the building of large ships in this country for the use of Government, or for other uses should be discontinued, how will that affect the price of timber?—If timber is not wanted it must fall in value.

Will the cultivation, in your judgment, go on with equal spirit and care if the demand decreases?—It cannot be expected, I should suppose.

Is it not necessary annually to fell a considerable quantity of oak-timber for the purpose of supplying bark for the tanners?—There is of course a considerable demand annually in the country for bark for the use of tanning.

Has foreign bark been called in, in aid of British bark?—There are considerable importations this year, and there are very large quantities likely to be brought in this summer.

From what countries?—There has been some quantity shipped, and some considerable quantities coming in from Rotterdam, Dort, and Bremen, those are the principal ports at present.

Does any knowledge that you have enable you to say whether that foreign bark will answer the purposes of British bark?—It is not equal in value to British bark.

But yet available as a substitute?—I believe if equal care was taken of foreign bark as is taken of English bark, and it was equally well cleaned or scraped, the difference of quality would be about one third.

But things standing as they are, what is the proportion of its value to British

Mr. John Morris.

bark?—I have known foreign bark brought into this country and sold at 6 *l.* a ton at the time that English bark was worth ten or twelve pounds a ton.

To what do you attribute that difference?—There is a very material difference in the qualities of bark in different countries; in this kingdom, bark in Northamptonshire is certainly very inferior to Kentish or Sussex bark; there is even a considerable difference between bark from different parts of Kent.

Is foreign bark worse than the least valuable of these?—I consider the best foreign bark is scarcely equal to the most inferior English bark, the soil has a very great effect upon the quality of the bark.

Can foreign bark however be imported in such quantities as to spare, if sparing should be necessary, the destruction of oak-trees here?—I am of opinion it can; and will be brought into this country in very large quantities.

At what age, as far as your observation serves you, do you reckon an oak in perfection for the highest purposes?—It depends solely on the soil on which it grows.

But in favourable soils, at what age is an oak reputed to be in perfection?—There are so many different opinions on that subject, I do not know how to state it; but as far as I see it, I think a hundred years; timber seldom grows better after it has stood a hundred years.

Does timber after a certain time grow worse for standing upon the ground?—I consider the timber in good soils will stand for some considerable time without getting really worse; it does not increase in size, and certainly not in quality; after the top of the tree begins to decay it certainly gets worse, it depends on the soil.

Oak of that growth is that which is used for the greatest purposes in ship-building?—For the greatest purposes, I should presume.

You speak of good soil; what sort of soil do you understand by good for the growth of oak?—The soil most favourable for oak-timber is deep clay, it certainly grows longest in that soil, and remains longest without being decayed.

Is there not also an additional circumstance necessary to the goodness of that soil, that it should be a good deal watered?—I do not consider that so by any means.

Have you any means of forming an opinion what per acre would be the value of such soil, if it were cleared of the oaks?—I have very little idea of farming, generally; I consider, having lived in the country for many years formerly, the soil in which oak-timber grows best is that which would be most applicable to the growing of good corn.

Committee.]—What sort of corn?—Wheat; it is good wheat-land.

Mr. Adolphus.]—You were speaking, before these questions were suggested by the Committee, of trees of one hundred years being fit for the highest purposes in ship-building?—For the general purposes of ship-building; there are some particular pieces in some ships, some few pieces, which I dare say require more than a hundred years, but they are very few in number.

How many trees of that very large description, in proportion to the whole, do you think may be wanted in a ship?—Not above half a dozen.

Out of how many?—I mean the stern-post, rudder, and a few particular pieces, not exceeding half a dozen.

Committee.]—You think each large ship would take half a dozen?—Yes; there are about half a dozen very large trees in every ship of a large size; say 1200 tons.

Mr. Adolphus.]—Is that in the proportion of one tree to 200 that are wanted for other purposes?—I should think it was.

In the proportion of one to two hundred at the most?—I should consider it so.

For plank and ordinary purposes, will not timber of a much less growth suffice?—For plank, I should suppose trees of 60 years growth would do; and for frame-timber about 80 years.

Have you any knowledge of the royal forests by your own observation?—I have not, merely riding through them occasionally; I have been in several of them, but I am not able to speak of them.

Have you supplied Government with timber in the course of your business?—The contract stands in Mr. Larkin's name, but I am concerned with him in the business.

My

Mr. John Morris.

My question to you is, has it been within your view and knowledge, the supply of Government with timber from your yards?—For the last twenty-five years we have always had contracts with Government.

Have you also supplied many of the merchants yards with timber?—We have.

Has there been any difference in the timber supplied to the one and to the other in any respect?—Certainly not, it has been equally good.

Have you lately purchased timber of private builders, in the Thames, in consequence of their having no use for it?—Considerable quantities; we have purchased timber wherever it could be found.

What was the quality of that timber which you so purchased of them?—Very good.

To what class of persons did you sell it?—To Government; it went upon our Government contracts.

Is it within your observation, that the cultivation of timber generally has much increased in the country within the late few years?—I think there is much more attention paid to timber in woods than used to be; considerably more.

Has it increased to such an extent as to promise great aid to the future supply of the country?—I always have been of opinion, that we should have a greater supply of timber, if fair prices were given, thirty years hence, than we have now.

Does that observation apply as well to oak as to other timber?—I speak only of oak.

Can those prices, which you judge necessary for the encouragement of the growth of timber, continue to be given, if the building of large ships is in any considerable degree removed from this country?—It will depend upon whether Government wanted timber or not.

But if government do not want the timber, and the building of large ships is removed from this country, will it permit such prices to be given as you think necessary for the encouragement of the growth of oak?—It depends upon what quantity of building there is of large ships of four or five hundred tons. If there is building of such ships, as there is sometimes at Shields, Newcastle, and other places, a considerable quantity of timber might be taken off by them.

Do you think that timber to be taken off so will compensate for the absence of the building East India ships?—If there were no large ships building in this river, of course it must affect the price of the timber in the river Thames, because it would be more expensive to take that timber down to Newcastle.

Committee.]—But if it grows in the north country, the Newcastle market would be more favourable to it?—Certainly.

If there is a market for it at Newcastle and there is not a market here, the value of it will increase at Newcastle, and decrease here?—I am asked, would it not decrease the price of timber in those countries, if large ships were not built in the river Thames; of course it must affect the price of timber in Berkshire, and the adjoining counties here.

Mr. Adolphus.] If the building of five or six, or seven Indiamen annually, were taken away from the kingdom altogether, would that, or would it not, affect the price of timber in the kingdom?—It certainly would reduce the price of timber.

Would it be worth while, then, to let timber grow to the size that is necessary for the building those ships in time of peace, when Government would not want that timber?—I have always stated, that the price of timber must materially affect the minds of country gentlemen as to growing it; they look at their own interest of course, very closely; and if there is no market for their timber, and the price of it goes down, of course they will not pay the same attention to the preservation of it; and upon nine tenths of the estates where I go now to view timber, the instructions are to take only what has done growing; was there no demand, and country gentlemen were not likely to be paid in some respect for the standing of their timber, of course the same attention would not be paid to it.

At what period is the bark the best upon oak trees?—Taking weight and every thing into consideration, bark must be, as to real quality, as good or better when a tree is about from 20 feet to 30 feet, than at any other time.

That is some considerable time before it has done growing?—Long before it has done growing.

Then would it be a temptation, in the case I put to you before, for a country gentleman to cut his trees for bark and inferior uses, instead of letting it stand for

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timber?—Was a country gentleman really to be aware of the time when it would pay him best to destroy his timber, upon that principle it would be much earlier, the bark of timber of five foot in a piece paying much more than bark of timber of 40 feet in a piece, in proportion to the quantity of timber.

If I understand you rightly, there must be some other motive besides the indemnity in money, to induce a gentleman to let his timber grow to a large size?—The pleasure of seeing it grow, and the shelter it affords, and the beauty to his place.

Has the effect, generally of all motives hitherto, been to produce a large supply of timber?—I think we are indebted to the pride they have in seeing their timber grow now and then for a supply of timber; very great quantities of the timber I speak of, as large timber in the country, is ornamental timber, which it is very difficult to persuade gentlemen to cut down.

But the temptation of a large price has induced them to bring that to market?—In many instances it has.

Is it probable that that temptation would continue if Government were the only purchasers, and there were no competition in the merchants yards?—If there were no competition in the merchants yards, Government would not long give their present prices, I am afraid.

I think I understood you to say, that Mr. Larkins has contracted with Government for the last 25 years?—Ever since I have been with him, and perhaps for five years before, he has had contracts with Government.

What was the form of the contract that he entered into last; I mean, before one perhaps which is a renewed contract?—In 1810 there was a contract, I think, made for five years.

Did that contract expire, or was another contract founded upon it?—An additional quantity was supplied upon the same contract.

Then, is that contract to run out in 1815, or has it been renewed for any longer term?—There has been an additional quantity of timber contracted for in the beginning of 1814; there was one contract in 1810 for about 46,000 loads of timber; there has been one in 1813 for 40,000 loads of timber; and one in 1814 for 40,000 loads of timber.

Each of those to be supplied within what time?—The time for the expiration of the whole is in 1816, I think.

Was your last contract effected at advanced or reduced prices?—The contract of 1813 was at an advance from that of 1810; there was an additional quantity in 1812, upon which we got 5 per cent. advance, and the same advance upon the contract of 1813 and 1814.

Always advancing 5 per cent.?—No; the contract of 1810 was upon certain terms. In 1812, at the time that timber was so much in request, 5 per cent. was given in addition to those prices of 1810, which are the prices of 1813 and 1814.

Do you mean that Government, in consideration of the hardness of your contract, advanced your prices, or what?—In consequence of the high prices that were giving by the merchants builders, they advanced their prices 5 per cent. upon the quantities we were offering anew.

Then they did not relieve you as to your old contract at all?—No.

And the price you fixed in 1812 has been maintained in 1813 and 1814?—Yes; in 1813 and 1814.

Have you made any tender to contract for any additional quantity?—The last tender was in 1814.

I believe the quantity wanted is advertised for, and you tender the contract; is not that so?—No, it was not so in this instance.

Then it was matter of private arrangement between you?—In 1810 the Board advertised, and there were no tenders; and we afterwards tendered.

And from that time you have continued to supply Government without any advertisements for a tender?—There have been no advertisements for tenders since.

Is it in the power of Government to abridge the contract; to say they do not want the timber, and therefore not to take it?—No; it is binding to both parties.

You have made no contract for any future time beyond the contract you are now engaged in, I understand?—None.

Did you offer to supply, at the option of Government, any given quantity within a certain time?—There has been no other offer made but according to the terms of the contract which has been entered into.

Was

Was that offer precise as to quantity and duration at the time you made it, or was it open to a settlement?—The offer was for 40,000 loads as accepted. *Mr. John Morris.*

And within what time?—We have, I think, till Lady-day 1816 to complete the whole.

Was that the term fixed by the contract of 1810, or by the subsequent contracts?—By the last contract it was not precisely upon the same terms, because upon the last contract the Board insisted upon not taking but a certain proportion of small timber; contending that their quantity of small timber increased, and they wanted a greater portion of large instead of small timber.

Do you know of any offer having been made to supply Government with timber for seven years?—I do not know of any such offer; by those I am connected with in business, certainly no such offer has been made.

Have you any knowledge of the Navy Board having imported timber of various descriptions in aid of oak timber of British growth?—Merely from seeing the timber in the yard, or hearing that there are such contracts made.

From what countries does that come, do you know?—They have contracts for timber from South America to some extent I believe, but I am merely speaking to what I hear.

What description of timber is that?—A species of mahogany, I think; it is low mahogany, it is very strong.

Committee.]—And good for ship-building?—And good for ship-building; it comes from Rio Janerio.

Mr. Adolphus.]—Here are other places named to me, Dalmatia and Albania.—I have formerly seen timber at Woolwich yard from Dalmatia, prize timber, but it was originally intended to be brought into this country; it was seized by the enemy, and captured by us, and brought into this country.

Can you form any opinion as to the extent of those importations, either in quantity or cost?—No, I cannot; the prices will be pretty considerable, but the timber I dare say is very durable; I am speaking of the timber from Rio Janerio.

Can those importations be so continued as to have any effect upon the price of oak in this country?—They must tend eventually to reduce the price of oak, I should suppose, but they are very necessary at the same time for the wants of the yard.

Have you any knowledge of the number of timber-merchants in various parts of the country who have failed lately, and do you know from what causes?—I do not consider that great numbers of timber-merchants have failed in the country; I am not aware of any particular failures among the timber-merchants, not among any particular ones of late; in London there was a house failed of considerable consequence some time ago.

Do you know of any number of ship-builders in the country having failed, and from what causes?—There certainly have been a very great number of ship-builders failed.

Can you ascribe that to any cause within your knowledge?—From the very high price they were obliged to give for timber, no doubt, in proportion to what they got from the Navy Board for their work.

Committee.]—Then you think the price of timber has been at least as high as the prices of ship-building would bear it in this country?—I am afraid that is the case.

Mr Adolphus.]—As far as your observation goes, has the advance in the price of timber been in proportion or out of proportion to other articles?—Timber, since I came into the business, first speaking of government prices, has advanced from 3*l.* 5*s.* I think a load; and the present price that we receive for the same description of timber from Government, is about 8*l.* 5*s.*; that certainly is a very considerable advance.

Committee.]—Do you think the quantity of timber now in the country is sufficient to supply both the Navy and the East India company, if they should continue to build here?—It would depend, of course, upon how far Government now want to carry on the same works in the yards, that they have done for the last twenty years; we never have considered that we could buy timber for Government, when there was full work in the River yards.

Then hitherto the timber has not been equal to the supply of both?—In no instance since I have done business; where the River-builders have been fully

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employed, either in building 74-gun ships for Government, or Indiamen, have the dock-yards had their supply.

From what parts of the country have you derived your largest supply?—We have derived a great part of our supply for Woolwich and Deptford yards from the interior of the country, coming down by the Grand Junction Canal; that for Portsmouth has been principally from one fall of timber purchased from the Duke of Buccleugh, from his estate at Beaulieu.

That has been a very large fall?—Very large.

I suppose there are not many such falls in the country?—I do not know of any others of anything like that magnitude.

Have you had any other particularly large fall besides that?—We have had another from the Duke of Grafton, which came quite from the interior of Suffolk.

Do you suppose those noblemen have much oak now left upon their estates?—Neither of them have now any considerable quantity.

Nor you do not know of any other noblemen or gentlemen who have got a quantity equal to this?—I know of several estates where there are considerable quantities of timber that either would not or could not fall to such an extent as that; I know of none that could fall to such an extent.

Did any considerable part of those falls consist of ornamental timber?—Not a great deal of those.

But of those which remain, is any considerable part of it ornamental?—Of course a very considerable part of the timber remaining in the country is ornamental; the Marquis of Buckingham has a considerable quantity of timber on his estate, which I was at last week, but he will not fell any part of it; it is ornamental.

Is that of full growth?—Thousands of loads are standing rotting.

And he will not fell it?—It is of no use.

Taking the general observations you have made in the counties you are most acquainted with, is not the greatest proportion of the large oak which would be fit for ship-building, and which is now standing, ornamental timber?—A very great proportion of it certainly.

Is there not a great part of the country where oak timber will not grow to a large size?—Yes, there are; and places where none grows, there are many soils which will bear timber till about fifteen or twenty foot, and then it goes off.

What sized ships would that timber be applicable to?—I should think it was applicable to vessels of from two to three hundred tons.

Not further?—Not further.

And there is a greater proportion of that timber than of large timber?—I do not consider the proportion of that stunted timber in the country is great; there is a considerable quantity of trees of twenty feet still growing.

How long do you suppose it will take for those trees of twenty feet, in the best soils, to come to perfection so as to suit seventy-four gun-ships?—When a tree is twenty feet it grows very rapidly. I consider that the great time that is lost is between its being a foot and ten feet; that from ten to twenty feet it increases fast; but that when once it arrives at the size of twenty feet it increases rapidly. I should suppose that a tree of twenty feet, in twenty years more, upon the average of soils, increases at least to forty feet.

It doubles in twenty years?—Yes.

What do you mean by feet in that case?—Feet in round contents, as it stands.

Do you speak from experiments, or merely from your idea of it?—Merely from what I have seen in different parts of the country, trees pointed out to me of different sizes.

It is what you have been informed?—What I have been informed, persons stating that trees of such a size were of such an age.

You never had an opportunity yourself of making any actual observation?—From my time of life I could not.

It is necessary to thin these woods, in order to encourage the trees to grow to that size?—Yes it is, but there are different opinions on that; some people have contended that felling the whole wood at once is best, but I do not agree with that.

A tree of forty feet, must occupy a much larger space than one of twenty-feet?—Not always a much larger space; the circumference of the body of the tree does not require a great space, it is the branches; and the branches accommodate themselves

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themselves to the situation in which they are; and the tops of a tree in the field, are not so small as in a wood.

What proportion do you consider the value of the bark bears to the tree?—It varies in different parts of the kingdom, according to the value of bark; but taking the average of timber through the kingdom, I consider that the value of bark upon the tree, is about fourteen pence a foot; that is, about a fourth to the value of the timber.

Speaking of timber of what age?—Of the full grown timber.

Is not timber frequently felled for the sake of the bark, before it is fit for ship-building?—Sometimes people fell it in that state, but it is not very common.

Are you not acquainted with some parts of the country in which oak is grown for the sole purpose of being cut in a few years for the sake of the bark?—We consider that as the underwood.

Did not you some years back supply considerable quantities of foreign oak to the King's yards?—Mr. Larkin had a contract for considerable quantities of foreign oak.

What was the quality of that oak?—I believe it was as good in quality as that country produced, or the best.

But in comparison with English oak?—It certainly was not equal to English oak.

Has not other timber been substituted for oak in the King's yards?—Yes.

What timber?—Fir-timber, and various foreign timbers.

How long do you suppose fir-timber will last?—I cannot answer that question.

Do you know the difference of price between that and oak?—Government have given very high prices for that description of foreign timber, particularly for Dantzic plank, Dantzic oak plank; for the fir-timber they have been importing, they have been giving very high prices.

Will a ship built of that timber cost them nearly as much as it will of oak?—I have not any idea of that, but they do not use that timber wholly for building of ships, it is in repairs mostly.

And they use it when they cannot get good oak?—Yes, they have substituted it very much for beams, in consequence of not being able to get oak-timber of a length and size fit for beam-timber.

Have they not made the beams occasionally of two or three pieces?—They have altered the form of making their timbers, making them in more pieces as well as the beams.

They have reduced the scantlings?—They are now building one ship of reduced scantlings.

That is by way of experiment?—I believe it is.

In speaking of large timber, are not the floor timbers very large also?—They are according to the size of the ship.

They are the largest timbers?—Not the largest, certainly.

If in the King's yards they should revert to the old plan of building and repairing, with oak only, would there be a sufficient supply to keep up the Navy during the time of war?—They were not able before to keep it up under that plan, they were under the necessity of resorting to other timber.

You mean in the present war?—Yes.

In how many years do you suppose a tree will grow, in the best soil, so as to be fit for a ship of from two to three hundred tons?—That would take timber of twenty foot in a tree; I consider that a tree is at least 40 years, or more likely 50, before it gets to 20 feet; it is a very long time in getting to that size.

What would it be worth at 20 feet, at the present price?—It depends wholly on the situation in which it is, in Surry it would be worth from four pounds to four pounds ten shillings a tree.

Has the price of timber fallen considerably, in situations that are convenient to the building places?—We are giving nearly the same prices that we have given for the last three or four or five years to all persons who offer us timber, and in no case asking a deduction of more than five per cent. on account of distance, for our Government contracts.

What length should this principal timber in a seventy-four be?—It would depend upon the length they are to be, whether they are for floors or beams; for beams they may be all lengths, from twenty-four to six-and-thirty feet or longer, if they can be got.

Mr. John Morris.

How much should they square to, for a beam for a seventy-four?—The largest beams are 16 inches or 16 and a half.

Have not the canals very much increased the field from which timber has been brought?—Certainly, very much, there are very large quantities of timber that we have brought to market upon our new contract, which without those canals could not have been brought for the service of the yards.

If then the facility of getting timber has been very much increased, and the price has not fallen, is not it a proof that the demand has rather run before the supply?—The demand for timber has exceeded the supply; we are now purchasers of timber the same as ever; and I have heard a great deal of timber being offered for sale, and not sold; we have not in any one instance refused treating with sellers whenever it was offered to us.

But you have got as much as you wanted?—We shall get it.

Have you reason to believe what you have heard is true?—I have seen the newspaper statements, that there were large quantities of last years timber on hand; we have gone through the kingdom purchasing, and I am not acquainted with quantities lying unpurchased; I say, that in justice to ourselves, as contractors with Government, that there is no large timber on hand in any part of the country.

Though it appears that the prices of timber, within the last ten years, has increased, it appears in the last two years, it has been rather larger than in the preceding time; will you explain that circumstance?—In the year 1812 the demand for timber was so very great, and the apprehensions of the gentlemen employed in ship-building in the Thames, that we should not be able to get our quantity, so great, that they ran up the price upon us, certainly very high; and now that there is not so great a demand in the River, we are expecting to purchase our timber, less by five per cent. this year than we did last; and I am sensible that we could not get our quantities at a greater reduction.

Is there any difference in your mode of supplying the merchants and supplying Government?—Very little where we sell them the same article.

Is not the timber which is supplied to Government, formed in a certain degree before it is sent into the yard?—We send it in, in two different ways, either hewn in the log, as the merchants receive it generally, or if it comes from a very great distance, we find it actually necessary to reduce it, by siding it, but we have supplied the principal merchants yards with sided timber in the same state, at the time they wanted it.

You have spoken of importation, what occasioned those importations?—The very great want of timber in the King's yards, and having no English timber in any quantity to go on with.

And if there was a sufficiency in the country, was it possible for them to obtain it?—The price was not sufficient to bring it from inland counties, and it was not at that time to be obtained.

Do you think from a general view that you can take from the state of the timber in this country, it is desirable for maintaining a Navy, and for the general demands for timber, that we should look to every resource both at home and abroad?—From what I have seen for these last three or four and twenty years in which I have been in the habit of going into the yards, I certainly do think that every thing should be done to procure timber that it is possible to do.

You have spoken of a want of timber in the King's yards for ship-building; do you know that there was at any time a deficiency of timber for ship-building in the King's yards when there was plenty in the merchants yards?—Yes, certainly I do, because one has occasioned the other in a great measure. I have known when there has been a very great want of timber in the King's yards, and certainly a great plenty in the merchants yards.

Then the merchants have been supplied with plenty of timber to the exclusion of the King's yards?—Yes, because they give a better price.

Then if the King's yards had been prepared to give as good or a better price than the merchants yards, that deficiency which you observed would not have taken place?—But I am afraid it then would have been found in the merchants yards.

Are you partner with or agent for Messrs. Boucher and Company?—No, they supply the Plymouth yards and the western yards, and we supply the eastern.

Have you any connection with Boucher and Company?—I have no connection with them whatever.

Have you not been employed by them heretofore?—Never.

Did

Mr. John Morris.

Did you make any offer to supply the builders in the River, in 1812, with as much timber as they might want?—Certainly not; I am not aware of having made such an offer at that time; we had engagements with the Board that we could not.

In your researches did you go through the counties of Kent and Sussex?—Certainly.

You did not find any large quantities there?—There has not been any large quantities of large timber, as we have found in other counties, offered for sale there; when I speak of large quantities, I speak of ten or twenty thousand pounds worth.

Is not there a large quantity of oak used for locks and dock-gates on the canals?—Yes; and it takes some of the best timber; and it is a draw-back from the quantity the canals would otherwise bring into the market; a great deal which would be brought by the canals is applied to those purposes.

Locks and dock-gates are not made of Iron, are they?—I believe not.

Mr. Adolphus.]—I believe there are large quantities of timber standing in Sussex and Kent?—In the lower parts of Sussex there are considerable quantities, but I do not know that there is so much in Kent.

THE following ACCOUNTS, and PAPERS, were read:

(24.)—Letter from the Navy Board to Messrs. Brent - - - - - p. 178.

(25.)—Ships in the Service of Government which have been under Repair in the Merchants Yards on the River Thames - - - - - - - - - - ibid.

(26.)—Frigates, Sloops, and small Vessels built for the Naval Service in the Merchants Yards - - - - - - - - - - - - - - - p. 179.

ACCOUNTS, &c.

— (24.) —

Copy of a LETTER from the NAVY BOARD, to Messrs. BRENT; dated 23d Jan. 1809.

Messrs. Brent, Navy Office, 23d January 1809.

Edinburgh.
Dublin.
Benbow.

WE desire you will use all possible expedition in completing the Ships named in the margin, building by you for Government, without letting the two latter stand to season, giving a preference to those which are most forward, and can be soonest launched, if all three cannot be taken in hand at the same time.

We are,

Your affectionate Friends,

Signed: *F. I. Hartwell.* *W. Rule.* *H. Legge.*

(Attested.)

Rotherhithe. *R. A. Nelson.*

— (25.) —

Navy Office, 29th April 1814. AN ACCOUNT of the Ships in the Service of Government, which have been under Repair in the Merchants Yards on the River Thames, from the 1st January 1813 to the 1st March 1814.

GUNS or CLASS.	SHIPS NAMES.
Sloop - - - - - -	Raleigh.
Cutter - - - - - -	Cheerful.

F. I. Hartwell. *R. Seppings.* *H. Legge.*

—(26.)—

Navy Office, 29th April 1814. } AN ACCOUNT of all Frigates, Sloops, and smaller Vessels built for the Naval Service in the Merchants Yards, since the year 1793; distinguishing each year.

Rate.	Guns.	SHIPS NAMES.
		1793.
Sloop		Albicore.
—		Alert.
Lugger		Experiment.
		1794.
5	38	Apollo.
—	—	Artois.
—	—	Diamond.
—	—	Diana.
—	—	Jason.
—	32	Sea-horse.
—	—	Alcmene.
—	—	Cerberus.
—	—	Galatea.
—	—	Lively.
Floating Battery		Spanker.
Sloop		Hornet.
—		Cormorant.
—		Favorite.
—		Hazard.
—		Lark.
—		Lynx.
—		Pylades.
—		Ranger.
—		Peterell.
Gun Brig		Musquito.
—		Sandfly.
—		Plumper.
—		Borer.
—		Piercer.
—		Petter.
—		Aimwell.
—		Teaser.
—		Tickler.
—		Swinger.
—		Force.
—		Fearless.
—		Conquest.
—		Attack.
		1795.
5	36	Amazon.
—	—	Caroline.
—	—	Dryad.
—	—	Phœbe.
—	—	Emerald.
—	—	Doris.
Sloop		Rattler.
—		Despatch.
—		Albatross.
—		Diligence.
—		Seagull.
—		Curlew.
—		Pelican.
—		Kite.
—		Sylph.
—		Star.
—		Swallow.
—		Cameleon.
—		Racoon.
—		Kangaroo.

Rate.	Guns.	SHIPS NAMES.
		1796.
5	32	Triton.
Sloop		Cerf.
—		Bittern.
—		Termagant.
—		Plover.
—		Merlin.
—		Cynthia.
—		Arrow.
—		Dart.
—		Raven.
—		Harpy.
—		Hound.
		1797.
5	40	Cambrian.
—	—	Acasta.
—	—	Endymion.
—	38	Ethalion.
—	—	Naiad.
—	—	Boadicea.
—	—	Hydra.
—	36	Sirius.
Sloop		Snake.
—		Echo.
—		Osprey.
—		Cruiser.
—		Busy.
Gun Brig		Hecate.
—		Hasty.
—		Eclipse.
—		Furious.
—		Flamer.
—		Furnace.
—		Growler.
—		Griper.
—		Grappler.
—		Gallant.
—		Hardy.
—		Haughty.
—		Steady.
—		Courser.
—		Defender.
—		Assault.
—		Asp.
—		Acute.
—		Sparkler.
—		Bouncer.
—		Boxer.
—		Biter.
—		Bruizer.
—		Blazer.
—		Cracker.
—		Clinker.
—		Crash.
—		Contest.
—		Adder.
—		Spiteful.
—		Staunch.
—		Tigress.

(continued.)

Rate.	Guns.	SHIPS NAMES.
		1798.
5	36	Penelope.
—	32	Amphion.
Sloop		Pheasant.
—		Victor.
Armed Vessel		Diligent.
Guns ch.		Redbridge.
—		Netley.
—		Eling.
—		Milbrook.
		1799.
5	36	Apollo.
		1800.
5	36	Jason.
—	—	Blanche.
—	—	Fortunée.
Advice Boat		Advice.
—		Express.
		1801.
5	36	L'Aigle.
—	—	Resistance.
—	32	Eolus.
—	—	Medusa.
—	—	Tartar.
Gun Brig		Aggressor.
—		Archer.
—		Bold.
—		Bloodhound.
—		Basilisk.
—		Censor.
—		Charger.
—		Conflict.
—		Constant.
—		Escort.
—		Ferreter.
—		Jackall.
—		Locust.
—		Mallard.
—		Mariner.
—		Minx.
—		Monkey.
—		Starling.
—		Snipe.
—		Vixen.
		1802.
		None.
		1803.
5	36	Euryalus.
—	—	Tribune.
—	—	Shannon.
Sloop		Scorpion.
		1804.
Sloop		Wolf.
—		Helena.
—		Fly.
—		Kingfisher.
—		Albicore.
—		Cygnet.
—		Combatant.
—		Valorous.
—		Dauntless.
—		Musquito.
—		Scout.

Rate.	Guns.	SHIPS NAMES.
		1804—*continued.*
Sloop		Despatch
—		Espoir.
—		Moselle.
—		Raven.
—		Saracen.
—		Beagle.
—		Harrier.
—		Elk.
—		Reindeer.
—		Amaranthe.
Gun Brig		Attack.
—		Biter.
—		Contest.
—		Firm.
—		Flamer.
—		Bruizer.
—		Blazer.
—		Cracker.
—		Clinker.
—		Haughty.
—		Manly named Bold.
—		Pelter.
—		Plumper.
—		Pincher.
—		Piercer.
—		Growler.
—		Acute.
—		Bouncer.
—		Furious.
—		Griper.
—		Steady.
—		Staunch.
—		Safeguard.
—		Swinger.
—		Defender.
—		Tickler.
—		Sparkler.
—		Hardy.
—		Gallant.
—		Tigress.
—		Teaser.
—		Wrangler.
—		Fearless.
—		Daring.
—		Fervent.
—		Attentive.
—		Cheerly.
—		Rapid.
—		Urgent.
—		Desperate.
—		Forward.
Mortar Vessel		Convulsion.
—		Destruction.
		1805.
5	38	Pomone.
—	—	Resistance.
—	—	Apollo.
Sloop		Kangaroo.
—		Brisk
—		Star.
—		Otter.
—		Martin.
—		Rose.
—		Swallow.
—		Calypso.
—		Minorca.
—		Surinam.
—		Avon.
—		Wolverene.
—		Weazle.
Brig		Seagull

Rate.	Guns.	SHIPS NAMES.
		1805.—*continued.*
Br		Nightingale.
—		Sparrow.
—		Savage.
—		Oberon.
—		Imogen.
—		Wizard.
—		Kite.
—		Raven.
—		Fly.
—		Pauline.
—		Orestes.
Gun Brig		Protector.
—		Sharpshooter.
—		Earnest.
—		Woodlark.
—		Dexterous.
—		Redbreast.
—		Adder.
—		Confounder.
—		Dapper.
—		Exertion.
—		Turbulent.
—		Virago.
—		Indignant.
—		Intelligent.
—		Inveterate.
—		Hearty.
—		Martial.
—		Rebuff.
—		Resolute.
—		Encounter.
—		Conflict.
—		Bustler.
—		Starling.
—		Strenuous.
—		Havock.
—		Wigeon.
		1806.
5	38	Shannon.
—	—	Spartan.
6	22	Laurel.
—	—	Boreas.
—	—	Crocodile.
—	—	Cossack.
—	—	Comus.
—	—	Dapline.
—	—	Cyane.
Sloop		Ariel.
—		Sabrina.
—		Hyacinth.
—		Herald.
—		Sapphire.
—		Cherub.
—		Wanderer.
—		Blossom.
—		Favorite.
—		Ferret.
—		Racehorse.
—		Leveret.
—		Beletté.
—		Mutine.
—		Emulous.
—		Grasshopper.
—		Columbine.
—		Pandora.
—		Forester.
—		Foxhound.
—		Alacrity.
—		Procris.
—		Raleigh.
—		Redwing.

Rate.	Guns.	SHIPS NAMES.
		1806.—*continued.*
Sloop		Ringdove.
—		Philomel.
—		Frolick.
—		Sappho.
—		Peacock.
—		Recruit.
Brig		Electra.
—		Delight.
—		Julia.
—		Satellite.
—		Skylark.
—		Challenger.
—		Goshawk.
—		Sheldrake.
Gun Brig		Fancy.
—		Richmond.
Fireship		Thais.
—		Tartarus.
—		Lightning.
Cutter		Cheerful.
—		Surly.
Schooner		Magpie.
—		Jackdaw.
—		Pigeon.
—		Crane.
—		Quail.
—		Cuckoo.
—		Wagtail.
—		Woodcock.
—		Rook.
—		Landrail.
—		Sealark.
		1807.
5	38	Statira.
—	—	Horatio.
—	—	Leonidas.
—	—	Hussar.
—	32	Proserpine.
—	—	Hyperion.
6	22	Banterer.
—	—	Garland.
—	—	Volage.
—	—	Porcupine.
Sloop		Rosamond.
—		Fawn.
—		Acorn.
—		Myrtle.
—		Minstrel.
—		Egerea.
—		Ranger.
—		Tweed.
—		Talbot.
—		Coquette.
—		Primrose.
—		Cephalus.
—		Carnation.
—		Clio.
—		Royalist.
—		Zenobia.
—		Magnet.
—		Nautilus.
—		Derwent.
—		Eclipse.
—		Eclair.
—		Sparrowhawk.
—		Pilot.
—		Barracouta.
Fireship		Erebus.
—		Comet.
—		Prometheus.

(*continued.*)

Rate.	Guns.	SHIPS NAMES.
		1808.
5	36	Owen-Glendower.
—	32	Cornelia.
—	—	Bucephalus.
Sloop		Racoon.
—		Rover.
—		Peruvian.
—		Pelorous.
—		Cherokee.
—		Parthian.
—		Rolla.
—		Achates.
—		Cadmus.
—		Leveret.
—		Briseis.
—		Ephira.
—		Cordelia.
—		Helicon.
—		Jasper.
—		Onyx.
—		Hope.
—		Badger.
—		Chanticleer.
—		Opossum.
—		Woodlark.
—		Sheerwater.
—		Rinaldo.
—		Calliope.
—		Prince Arthur.
—		Britomart.
—		Lyra.
—		Wildboar.
—		Redpole.
—		Goldfinch.
—		Dotterel.
—		Drake.
—		Rosario.
—		Renard.
—		Tyrian.
—		Bermuda.
—		Rapid.
		1809.
5	36	Curaçoa.
—	—	Saldanha.
—	—	Theban.
—	32	Nereus.
Sloop		Hesper.
—		Partridge.
—		Persian.
—		Arachne.
—		Castilian.
—		Scylla.
—		Charybdis.
—		Thracian.
—		Rhodian.
—		Sarpedon.
—		Beaver.
—		Hecate.
—		Rifleman.
—		Crane.
—		Echo.
—		Sophie.
—		Trinculo.
Cutter		Transit.
		1810.
5	36	Astrea.
—	—	Hotspur.
Sloop		North Star.
Cutter		Dwarf.
—		Racer.

Rate.	Guns.	SHIPS NAMES.
		1810.—*continued.*
Cutter		Decoy.
—		Pigmy.
—		Algerine.
—		Pioneer.
		1811.
5	36	Havannah.
Cutter		Swan.
—		Nimble.
		1812.
5	38	Nymphe.
—	36	Magicienne.
6	22	Perseus.
Sloop		Saracen.
—		Fairy.
—		Pelican.
—		Wasp.
—		Curlew.
—		Nimrod.
—		Satellite.
—		Arab.
—		Despatch.
—		Espiegle.
—		Heron.
—		Epervier.
Gun Brig		Thistle.
—		Snap.
—		Boxer.
—		Manly.
—		Borer.
—		Hasty.
—		Conflict.
—		Contest.
—		Shamrock.
—		Bold.
		1813.
4	50	Leander.
—	—	Newcastle.
5	40	Severn.
—	—	Liffy.
—	—	Forth.
—	38	Sirius
—	—	Laurel.
—	—	Cydnus.
—	—	Eurotas.
—	—	Niger.
—	—	Meander.
—	—	Pactolus.
—	—	Tiber.
—	—	Araxes.
—	—	Tanais.
—	36	Dartmouth.
—	—	Tagus.
—	—	Eridanus.
—	—	Tigress.
—	—	Ister.
—	—	Scamander.
—	—	Orontes.
—	—	Euphrates.
—	—	Hebrus.
—	—	Granicus.
6	—	Cyrus.
—	—	Levant.
—	—	Medina.
Sloop		Esk.
—		Leven.
—		Tay.
—		Carron.

(continued)

Rate.	Guns.	SHIPS NAMES.	Rate.	Guns.	SHIPS NAMES.
		1813—*continued.*			1813—*continued.*
Sloop		Slaney.	Gun Brig		Plumper.
—		Erne.	Bomb		Vesuvius.
—		Fly.	—		Terror.
—		Jaseur.	—		Belzebub.
—		Argus.			
—		Halcyon.			1814.
—		Challenger.			
—		Penguin.	5	40	Glasgow.
—		Carnation.	—	—	Liverpool.
—		Alert.	—	36	Alpheus.
—		Confiance.	6	—	Falmouth.
—		Elk.	—	—	Hind.
—		Harlequin.	—	—	Mersey.
—		Ontario.	—	—	Tamar.
—		Harrier.	—	—	Menai.
Gun Brig		Adder.	—	—	Conway.
—		Clinker.	Sloop		Spey.
—		Mastiff.	—		Bann.
—		Pelter.	—		Larne.
—		Snapper.	—		Lee.
—		Griper.	Bomb		Fury.
—		Swinger.			

E. I. Hartwell. *R. Seppings.* *H. Legge.*

IV.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Lunæ, 2° *die Maij*, 1814 - - - - p. 149.

Mr. James Alexander.

Ordered, by The House of Commons, *to be printed,*
3 *May* 1814.

VI.

Select Committee on East-India built Shipping.

Mercurii, 4° die Maii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *John Kershaw,* Called in; and Examined by Mr. HARRISON.

Mr. John Kershaw.

I Believe you are a timber merchant?—Yes.

How long have you carried on the business of a timber merchant?—I have been about five-and-twenty years in the trade.

In what particular counties have you the most knowledge of the supply of timber as a timber merchant?—Surrey, Hampshire, and Berkshire.

Do you know any thing of Wales?—Some little in Glamorganshire and Monmouthshire.

Have you also had occasion to see any part of Kent?—Yes.

Oxfordshire?—Oxfordshire.

Do you know any think of Gloucestershire?—Not much of Gloucestershire.

Occasionally, of course you have visited other counties; but those are the counties in which you consider your connection as a timber merchant to lie?—Yes.

Is there any quantity of timber in Glamorganshire?—There was at Brittain Ferry, Lord Vernon's, a quantity, which was sold on the 25th of April last; it was put up by auction, I do not know whether it was sold.

Had you any idea of being a purchaser of that yourself?—I had.

Of what description of timber was it?—Very large timber.

Timber fit for the construction of Indiamen and the large class of vessels?—Yes, I believe it was.

Can you specify any quantity of timber in Kent, of large timber?—There is a considerable quantity at Swanscomb, near Northfleet.

What quantity is there in that particular situation?—There are about 300 acres of wood land, very thriving timber, and some full grown amongst it.

Do you know of any timber of the same description in Hampshire?—Yes, there is a great quantity at Dogmersfield Park, that was marked with an intention of being taken down this season, but from the report of peace they did not take it down.

That is not felled in consequence of peace, and its being supposed there would be a less demand for it?—Exactly; at Tilney Hall, near the same spot, there is a quantity now felling, of fine timber, fit for all the purposes of shipbuilding.

When you say fine timber, do you mean timber, part of which is fit for large vessels?—The greatest part of it is.

When you speak of fine timber, and fit for large vessels, what description of timber do you mean as to size?—Timber that would mete from fifty to eighty feet metings.

Now is there fine timber, of the same description, upon other estates in the neighbourhood you have been alluding to?—A great deal of fine timber I think at Winchfield Park, I think the name of it is, in the County of Hants.

I believe you do not know quite so much of Kent as of other counties?—I do not know much of the Wealds of Kent.

You have named one or two places, calling them parks, and spoke of there being fine timber there; I do not want to ask you as to ornamental timber, my questions apply to the timber that a proprietor would, in the ordinary course of the management of his estate, fell for sale, taking care of the other to grow?—Yes.

Mr. John Kershaw.

You say you are not quite so much acquainted with Kent as with some of the other counties; can you specify any other places where there is large timber, besides the one you have mentioned?—Not to speak to it with accuracy.

Do you know a place called Wood Hall?—In Middlesex; I do; it is near Pinner.

Is there fine timber there?—There is a very fine lot of timber felling there this year.

Can you name any other places where there is fine timber now felling?—There is timber felling in the estates belonging to Osterly.

All this is of the size you have been alluding to?—The greatest part of it of that size.

In the course of your dealing as a timber merchant, do you go about the country to look out for timber, or is it offered to you by persons in the country?—It is offered to me generally.

Have you hitherto always had a sufficient supply for your customers, through the means of private connection, and in that way, without looking out for general sales?—Almost always; I have very rarely had any occasion to look out for sales.

If you had been applied to, so as to have regulated your demand by the fall of this year, for a quantity of oak timber, what oak timber could you have furnished to any shipbuilders who wanted it, without any difficulty; taking your ordinary connection only, what quantity would you have undertaken to have supplied this year for the next?—From four to five thousand loads.

Then I am to understand that sort of quantity you could, from your mere connection as a single individual dealer, have found without difficulty?—Yes.

Committee.]—At what price would you furnish that quantity for next year, if you had been applied to in time?—Taking it at a certain meting of 60 feet, I should say 8*l.* 10*s.*

Deliverable in London?—Yes.

Mr. Harrison.]—From your general knowledge of the state of timber in the counties with which you are acquainted, have you any apprehension of the supply of the description of timber we are alluding to falling off?—No.

Then am I to understand, that in speaking of four or five thousand load, you are not merely speaking of a quantity you could furnish for one year, but there is the means of going on with any supply that may be wanted?—I have every reason to believe there is from the increasing stock; the timber is thriving very much in the country.

Is there more care taken of it now than there was formerly?—A great deal.

Does that care extend to the encouraging the growth of it, and the care of it, till it comes into a state for large ships, as well as to the plantation, in all the intermediate stages?—Yes, from my observation, it is every where.

Does the care also extend to that which is the natural growth of the country, in hedge rows, as well as to that which is planted and inclosed?—Yes.

Have you been in the habit of supplying the Ordnance with timber?—Ihave.

In what way do you supply them; is it by tendering to take contracts, or in what shape do you supply them?—By tendering to take contracts, of late.

You say of late, in what way did you supply them before?—Formerly by private agreement.

How long have you been in the habit of supplying timber to the Ordnance in those ways, first by private agreement, and since by contract?—All together about ten years.

When did you first begin to supply by tendering for contract?—I think in 1806.

Have you supplied them since then by private contract in each year, or occasionally?—Most years I have supplied part of the quantity they wanted.

Your tender is an inclosed tender?—An inclosed tender.

Have there been always in those years other persons tendering as well as yourself?—Always.

How many persons have generally been tendering as well as yourself?—On the last contract there were, I believe, twelve or fourteen persons tendered.

What is the lowest number of competitors you recollect in any one year since you have attended?—Sometimes I have not attended myself, and from that circumstance I am not able to answer that; any person may attend on behalf of a contractor.

Mr. John Kershaw.

What quantities have you ordinarily supplied to the Ordnance?—The Gun-carriage Department only is somewhere about a thousand load, of all large timber; nothing under sixty feet has been received, two-thirds are always seventy feet and upwards, one-third sixty and upwards.

What metings would that produce?—Somewhere between 80 and 90 feet metings.

And that is for the Carriage Department?—Yes; the Engineers Department I really do not know the consumption of.

I apprehend that that is the sort of timber that would be bought for the largest description of men of war?—Yes; I have seen very fine timber go there, fit for that purpose.

Timber that would be fit for the largest class of men of war?—Yes.

Mr. Grant.]—What means have you of knowing their whole consumption in the Carriage Department?—It is regularly advertised every year what they want.

Mr. Harrison.]—You say that applies to their Carriage Department?—Yes; the Engineers Department are large consumers, but what quantity I cannot say.

Have you ever supplied any for the Engineers Department too?—Some.

Of what description was it?—They take various sizes, some small and some large, as their wants may be.

It is not all of it large in that Department?—Not all of it, a proportion of it.

Have you, in addition to the timber with which you have supplied them, supplied them with manufactured timber?—Yes, I undertook the manufacture of the gun-carriages, and have supplied them with some thousands.

Have you supplied them also with mortar beds?—Mortar bed scantlings.

Of what description have those mortar bed scantlings been?—From 10 to 18 inches.

What sort of tree would it require to cut a die square of 18 inches?—Timber of about 90 foot metings.

And you have supplied them with scantling, specified by contract to be for that purpose, of that size?—Yes.

Have you ever found any difficulty in completing any of the contracts you have undertaken for the Ordnance for this large timber?—Never.

And you apprehend, if the Ordnance were to continue to want such timber, you should not find any difficulty in supplying them in future?—None.

Then I am to understand, that the result of your experience and judgment as a timber merchant is, that there is no deficiency of supply of timber, even of the largest size?—None.

I have understood you not to be in the habit of buying at auction sales of timber?—Very seldom.

You depend upon your regular connection, and knowing where you can find it if you want it?—Yes.

Do you know of instances where the timber has been actually sold by auction?—Yes; I have always found timber put up, in most cases, put up fairly for sale.

Have you known instances in which it has been sold?—Yes; the timber now felling at Tilney Hall Park, was all sold by auction this year.

And that you have before stated to be a very considerable quantity of large sized timber?—Yes.

And that was bonâ fide sold?—It is sold.

We have understood, that the bark is better when the timber has not arrived at its full growth?—Certainly it is.

At what age would you consider that the proprietor of the timber, if there was no demand for large timber for ship-building, could make the most of his timber, by taking it for bark and the smallest sized shipping?—From forty to fifty years growth.

Committee.—That would be the age at which it would be most for his advantage to cut it down?—Yes, for the value of the bark.

Mr. Harrison.—If large ships were not built in this country, but transferred to any other country, what effect would that produce upon the market for timber?—Probably a very great depression; so that persons growing timber would not let it grow to that size that it would be useful for shipbuilding, they would cut it at a younger age for the bark.

Would timber of about 50 years growth be saleable for a smaller class of vessels?—Yes.

Mr. John Kershaw.

Then the period at which it would be most valuable to the land owner, would be when it was at the best age for bark; and at the period when it would be fit for the small sized vessels, which would be left to be built?—From forty to fifty years of age.

In your judgment then, would the removal of building of large ships from this country to any other, be productive of any bad effect?—I think it would.

[*Cross-examined by Mr. Grant.*]

The timber to which your evidence has applied has generally been full-grown timber, has it?—Yes.

In the course of your observation on the state of timber in the counties you have mentioned, your attention, I presume, has generally been called to the timber actually fit for the uses of ship-building?— Yes.

Have you observed with much attention, the state of the growing of the young timber?—Yes, I have.

When you state, that in your judgment, there will be no scarcity of timber, to what period do you mean that remark to extend; do you mean to say, for the next 40 or 50 years?—I think the succession of young timber will make up for the destruction of the old.

Do you think there is plenty of timber in the country, to keep up the present supply for 40 or 50 years to come?—I do.

Do you know that there has been a considerable increase in the price of timber of late years?—Yes.

To what do you ascribe that increase?—To the long land carriage and dear times.

Do you mean to say, that the price of timber growing has not increased of late years?—Yes; certainly, it has increased.

The price you, the timber merchant, pay to the landholders?—Yes.

Then the increase in the price of timber, as you sell it, is not to be resolved wholly into the increased expense of carriage?—Not wholly so.

Can you state what has been the increase in the price of timber, to the owners, of late years; take ten or twenty years?—More than double; treble nearly, within my memory.

You mean to say, that growing timber is of three times the price that it was 25 years ago, to the owners?—Thereabouts.

To what do you ascribe this increase in the price of growing timber?—I presume, from various taxes, that the landowner is necessitated to pay, and the price of provisions, and so forth.

Do you mean to say, that all the expenses for provisions or of taxes, which the landholder has to pay now, are three times as great as they were 25 years ago?—I should think, from my judgment, very near.

Have the prices of all articles increased in that proportion?—I think they have.

You know of no direct tax on growing timber?—No.

You speak of the expense of carriage; is not the expense of carriage, in some instances, diminished by the use of canals?—In some degree; where the land carriage is got rid of, certainly; canals are a dear carriage.

We understand there have been very great supplies of timber from canal countries?—Yes, there have.

Then, if in spite of that, the expense of carriage has upon the whole increased, I should presume, that timber is now brought from a greater distance than it used to be?—Yes, certainly.

Committee.]—What is the reason of that; must not it be because it is rarer in the countries from which it used to be brought?—It has certainly become rarer, nearer the metropolis.

Then those parts of the country near the metropolis, are thinner of timber than they used to be?—Yes.

Mr. Grant.]—You state, that in your judgment, there will be no deficiency in times to come?—I do.

You do not mean to state, that in point of fact the quantity of timber in the country has not greatly diminished within the last twenty years?—There certainly has been a diminution of timber within the last twenty years.

Then when you state that there will be no deficiency in future, do you take into your account, that the quantity of timber is likely to go on diminishing as it has diminished?

diminished?—No, I do not think it is; there will not be near the consumption there has been. *Mr. John Kershaw.*

Then when you state, that there is not likely to be any deficiency of timber in future, your meaning is, that there is not likely to be a deficiency in proportion to the consumption of timber in future?—No; nothing near it.

On the supposition then, that there should be the same consumption of timber in future years, you are of opinion, that there would be a deficiency in the supply?—No, not immediately; or I do not think there would be at any time.

Committee.]—Supposing the consumption to remain what it has been?—Yes.

Mr. Grant.]—I understood you before to state, that in pronouncing that it was not likely there would be any deficiency in future years, you took this into your account, that there was likely to be less demand in future years; do you now mean to say, that even if the demand remains in future as it has been of late years, there will be no deficiency in all time to come?—I think not.

Then will you explain, why you are of opinion that the diminution in the quantity of growing timber, which has been gradual of late years, should not continue in years to come?—I conceive there is already in the country, in various counties, a supply of from five to seven years ready cut, taking in this season, if no ships were built.

Do you know where that quantity of timber ready cut is?—In various parts of the country I have seen it; I have myself four or five hundred load of timber, and other persons have some quantity.

Committee.]—What time does it take fully to season timber after it is cut down?—They generally convert it in one year, and use it the next.

Then five or seven years would be a most extravagant time to let that timber lie after it was cut?—It would.

How do you apprehend this timber has been cut down, on actual purchases, or on speculation?—In some instances the owner has cut it down on speculation, to sell.

Do you know any instance in which any one merchant has got 400 load of timber which has been cut four years?—No.

Mr. *Harrison* objected to the line of Examination.

The Witness was directed to withdraw.

The Committee Room was cleared.

The Counsel and Witness were again called in, and the latter part of the Evidence being read over, the Examination proceeded as follows:

Committee.]—Do you still adhere to the opinion you have expressed before, that there is a supply of timber for five or seven years to come, now cut down?—I meant to say, that exclusive of the navy, and the prospect there is in the Thames at present, there is a supply for seven years, including that cut and cutting this season.

Mr. *Grant.*]—Do you mean to say, that the quantity now cut will be sufficient for five or seven years, on the supposition that there is no demand for timber for shipbuilding?—Yes.

Am I to understand by your answer, that on the supposition that no ships are built in the Thames for the next five or six years, the timber now cut down will last for five or six years?—Yes, that is what I mean, now cut and cutting.

Then I wish you to explain how this can be reconciled with your former statement, which was, that although the consumption of timber in this country were to continue in times future as great as it has been in times past, still you thought there would be a sufficient supply to meet that demand, because there was ready cut timber on hand for five or six years?—That part of my evidence, I believe, I have corrected, by saying exclusive of shipbuilding.

Then I wish to know, whether, when you say exclusive of shipbuilding, you mean to say shipbuilding on the River, and for the navy? or whether you mean also shipbuilding any where in the kingdom?—I mean to exclude the whole of the navy, and the ship-building in the River.

And you do not mean to exclude the shipbuilding at the Outports?—No, there are none but small ships, I conceive, built there.

You mean to say now, that there is timber enough cut to last for five or six years, whatever quantity of shipbuilding may go on at the Outports, so that none of that timber be used in the River, or for the navy?—Any thing extraordinary that I may not be aware of, I cannot answer for.

Mr. John Kershaw.

Are you aware to what the annual tonnage built at the Outports amounts?—I am not.

Then how can you state any definite opinion as to what quantity of timber may be requisite for shipbuilding at the Outports?—I have always considered it very small.

Have you founded that opinion upon any personal knowledge or observation, or is it only a loose conjecture?—Perhaps it may be a loose conjecture, if any thing.

I should wish again to put the question to you; supposing the future consumption of timber for shipbuilding in this country to be as great as it has been of late years, are you or are you not of opinion that there will be a deficiency in the supply of timber?—I am of opinion there will be none.

You have already stated, that the quantity of timber in the country has decreased of late years?—It has decreased, I believe, of late years.

And I understand you to have stated, that it has decreased gradually?—I believe it has.

What are your reasons for believing it will not go on decreasing, if the same quantity be required?—Because there is so much standing in various parts, that might have been cut before had it been required, and the young timber coming forward.

In point of fact, the timber in the neighbourhood of the metropolis has been greatly consumed?—It has.

And the timber that has been very lately used, has been brought from remoter parts of the country?—Some part of it.

Have you not been getting further and further from the metropolis in procuring timber?—Yes.

Then, if that is to continue, what is your reason for believing that the timber in the country will not materially decline?—I think there is so much growing and coming forward, that it will not decline.

Will you state precisely to what parts of the country you allude, when you state there is a great deal of timber growing and coming forward?—There is a great deal in Kent in the first place, a great deal in Berkshire and Hampshire.

You have stated very precisely where there is timber of a large size; I wish you to state more precisely where there is this growing timber, not merely the counties, but the places?—I have named one place; Dogmersfield Park is full of growing timber, and the whole estate belonging to it; I do not know much of Kent, but there is a tract of land in Kent of near three hundred acres, with a great deal of fine timber on it.

Do you know what the annual consumption of timber for shipbuilding has been of late years?—No.

Is timber brought from any other counties than those you have mentioned.—Yes.

I believe many others.—Yes, from most counties.

Do you know what has been the average quantity that has been supplied by all the counties in England of late years.—No.

Then if you neither know what quantity of timber is annually demanded for shipbuilding in this country, or what quantity has annually been supplied by all the timber counties of England, how can you take upon yourself to state definitely, that in future years the supply will actually meet the demand?—From observing so much timber growing wherever I go.

Have you made observation upon all the timber counties in England?—I have not.

Then from having observed timber growing in some places which you have visited, you state it as your judgment, that there will be always a sufficient supply to meet the demands of shipbuilding?—Yes.

You have no other ground in fact for your judgment than a partial observation?—No.

I understood you to say, that you could furnish, if it were required, from four to 5,000 loads of timber this year, for the next year, at 8*l.* 10*s.* per load, if it were required?—Yes.

Do you allude to timber for large ships?—Yes.

Do you mean to say, that the price of timber for large ships, has lately been 8*l.* 10*s.* per load?—Yes, thereabout.

Have

Mr. John Kershaw.

Have you not received more yourself within a twelvemonth?—Yes; I have in a small way, in a retail way.

What has been the price of timber of late?—That is about the price taken generally.

Have you not yourself sold timber at a higher price than that?—I have.

Will you state at what you sold it?—I have sold timber at 9*l.* a load, and 9*l.* 10*s.*, and 10*l.* a load.

When?—In the course of this last year.

Then what would make you take that smaller price for it?—One is retail, and the other would be a wholesale market; one is picked timber, the other is taken generally.

Does it make a great difference, whether timber is retailed, or sold by wholesale?—Most assuredly so.

You have been asked about park timber; do not you know in some places ornamental timber has been cut down of late?—It has, occasionally.

Do not you ascribe that circumstance to the great demand which there has been for it?—No.

To what circumstance then do you ascribe it?—I conceive from the person wanting to turn it into money, more than any thing else.

And I presume also, from his knowing that he should get a good deal of money for it?—Exactly so.

You state yourself generally to have timber offered to you, and not to have enquired for it?—Yes.

That being the case, how has it happened you have had so many opportunities of personally observing the estates on which timber is growing in this country?—By going to see the timber which has been offered to me.

I understood you to say, that some timber which had been marked for being felled of late, is not felled, from the prospect of peace?—Yes.

In what way do you suppose that the prospect of peace has prevented the felling of timber?—The grower might conceive he would not get so much money for it at present.

Is a fall in the price of timber generally to be apprehended from a peace?—Yes.

What would occasion that circumstance?—I really cannot say, perhaps from not having so large a demand.

Would a small demand be occasioned by fewer ships being built, or in what way?—By ships not being built.

You state you have been in the habit of supplying the Ordnance with timber?—Yes, I have.

Can you state with what quantity you have supplied them?—I am not prepared to state the quantity.

At what rate of price have you supplied them?—About 10*l.* a load; it has been all large prime timber, always; nothing under sixty feet metings.

[*Re-examined by Mr. Harrison.*]

You say about 10*l.* a load?—Yes.

Is that the precise sum, or somewhere thereabouts?—Sometimes a little more, and sometime a little less.

I apprehend, if you sell a quantity of any description, if it is sixty or seventy feet, it bears a proportional high price?—Certainly.

What I mean is, if timber at sixty feet metings is at any given price in the market, all above that size stands proportionally higher in price?—It does.

I think you said about 8*l.* 10*s.* was the price now?—Yes.

Do you get 8*l.* 10*s.* as the price of sixty feet metings?—Yes.

Is that lower than it was a year or two ago?—Something lower.

Then has the market price of timber been falling, even before the prospect of peace was considered as certain?—Some little.

You considered it rather as going down, even before peace might otherwise affect it?—Yes.

You have been asked, as to the timber near the metropolis; I apprehend when you are called upon to supply timber, you of course look to that which is within the nearest carriage?—Yes.

And when that is exhausted you go a little wider?—Yes.

Mr. John Kershaw.

And in the meantime, the timber that is not fit to cut in the vicinity of the metropolis, keeps growing into a state to come forward for use again?—Yes.

You have been obliged to extend your circle, you have told us; the timber near the metropolis has been consumed, and therefore you have gone wider; why have you gone wider, and to greater distances?—Persons only thin their timber, and let the remainder stand some years, so as to bring it in regularly.

When you state that persons thin their timber, do you mean, cut that which has arrived at its growth, leaving the other to grow?—Yes.

Whereabouts is Swanscombe, that you gave us the name of, how far from London is it?—About twenty miles, within a mile and a half of the Thames side.

If timber is felled this year, about what period do you carry it off the ground, ordinarily speaking?—In the course of one year.

It must be carried off in the course of one year?—Yes.

It is barked, I apprehend, while it is on the ground?—Yes.

And then carried away, to wherever it may be wanted?—Yes.

Then it is converted, and afterwards brought into use?—Yes.

About what period therefore is it, unless in cases of very sudden demand, and where they must get hold of it and use it as quick as they can, from the time they cut it, till it comes into use; supposing timber cut this year, how long would it be before it would be used?—In the course of the next year.

You have stated your belief in the quantity being sufficient to supply the demand, to have arisen from observing the timber growing?—Yes.

Have you, as a timber merchant, any means of knowing, by the prices and competition, and your communication with other dealers, what is the general state of the market as to demand, whether the demand is very rapid and quick, or not?—There is no demand at present.

My question is, whether, as a timber merchant, the general state of the market must not be so known to you, as to give you means of judging, from that circumstance, of the supply and demand, as contrasted with each other?—Yes.

I apprehend there must be that sort of communication always in the trade, one with another, as to give you a knowledge of that circumstance?—In some degree.

And at present, you say, there is no demand?—No; there is not a ship building at this time, I believe, in the River, out of the King's yards.

And as far as your knowledge goes, you do not know that there is any demand for large timber?—I do not.

If there was you would have no difficulty in supplying any quantity?—No.

In Kent and Sussex is there a general growth of timber in the hedge rows, and throughout the country, without alluding to woods and parks?—I believe there is.

Does your opinion, as to the state of the supply, comprize that quantity, as well as what is in large woods?—Yes.

Is that description of timber, as well as the timber in woods, more taken care of now than it was formerly?—Yes.

And your opinion, I understand generally to be, that from the care that is now taken of timber of all descriptions, that the timber in a younger state of growth will come forward, so as to keep up the supply for any demand that may be wanted?—Yes, that is my opinion.

[*Examined by the Committee.*]

Is not the price of timber governed entirely by the proportion between the demand and supply?—I do not think it is altogether; certainly, it makes some material difference whether there is a large demand or not.

Has not it risen when there is a small supply and a large demand, and fallen when there has been a large supply and a small demand?—Yes.

What other circumstances enter into the price of it?—I believe the great expences the growers are at, in the various demands for it they will get as much as they can for it.

But does not as much as they can depend upon the demand?—Yes.

Do you know what proportion the consumption of the navy bears to the general proportion of the country for other purposes?—I do not.

Have you any sort of calculation or conjecture of that?—No.

Do you know what the general consumption is?—No.

You have no estimate of that general consumption?—No, I have not.

Then

Then upon what grounds can you take upon yourself to state, there is a sufficient quantity cut and cutting for five or seven years?—There are various quantities of timber felling. *Mr. John Kershaw.*

If you have no conception of what is the general consumption of the country, how can you state there is cut and cutting sufficient for five years supply of that timber?—I only know the timber lies on hand a great deal when there is no shipbuilding, and there is a great quantity cutting of various sorts.

Do you recollect a period when there was no shipbuilding before the present?—No.

Then how can you speak of what happened at periods, the occurrence of which you do not recollect?—I only give it as an opinion; I am not at all prepared for this examination; I knew nothing of it till last night at seven o'clock, or I should be prepared with more information.

Is not the greatest proportion of the large timber you have observed standing in the countries which you have visited, ornamental timber?—No.

Is it a usual practice for persons only to thin woods, and not to cut them entirely when they make a fall of wood?—It is generally so, they merely thin it.

What do you mean by thinning it?—Taking out the timber that has got to its full growth.

And leaving all the rest?—Yes.

And that is the usual practice of felling woods?—It has been the usual practice of late; there have been some woods destroyed.

About what is the age of what you call the young wood you have generally observed?—From twenty to forty years growth.

Is not the greatest proportion of the plantations that are made much under that?—A great part of them, certainly.

At what period are trees fit for being applied to the uses of the navy and the ordnance?—If it is good soil, from fifty to sixty years.

Then, in the course of your experience, you have found that trees grow to a size to be sufficient for the purposes of the navy and the ordnance, that is the largest and prime timber, in fifty or sixty years; that is the result of your experience?—That is my idea of it.

How much timber is contained in a tree of the largest size, that is fit for the largest naval purposes and for the ordnance?—It depends wholly upon the growth; one tree of fifty feet may be as good as another of a hundred for the same purpose; some grow crooked, some grow straight.

Generally speaking, what sized trees must they be, that are to supply timber sufficient for the purposes of the navy and the ordnance?—I have already answered, that two-thirds must be not less than 70 feet, and the rest not less than 60 feet.

Do you apprehend, that trees will grow to this size in 50 or 60 years; is that the result of your experience?—I think they would on good soil.

You have stated, that you received ten pounds, and sometimes more, a load, for small parcels of timber sold in retail?—Yes.

Do you call supplying the ordnance selling by retail?—No; but that is particular timber.

What is the increase of price above 60 feet metings; how do you calculate it?—It is generally calculated sixpence per foot per load.

Have you any contract with the ordnance now?—No.

You have not supplied the ordnance lately?—No, not last year, nor this year.

You supplied them with oak in 1811?—Yes.

At what price?—I believe it was ten guineas; at that time, there was no trees under 70 feet.

That was in 1811?—I believe that was the sum, but I am not positive; not being prepared for this examination, I have not the documents.

Did you tender at lower prices this year?—Yes, I did.

Did you also supply them with spokes, or was that in the general contract?—They were in the general contract.

At what rate did you supply the spokes in 1810?—The spokes are converted out of the small sized oak timber; I think it was ten pence a piece.

Was that the year before last?—Yes.

Did you tender them this year?—I did.

At a lower price?—No, at a higher price for spokes; the spokes are different from any other.

Mr. John Kershaw.

What may be the average extent of your dealings in timber; what number of loads do you sell annually?—From five to ten thousand loads of various sorts.

Do you suppose other timber merchants have now on hand the same proportion of timber that you have?—I really cannot speak to all; but numbers of them, I know, have quantities on hand.

In nearly the same proportion to their annual dealings?—I think so.

And what you have on hand is 400 loads?—Yes; I deal very largely in elm, which is a principal part of my business; that 400 loads is exclusive of elm.

What number of loads of oak do you sell in a year on an average?—Perhaps 2,000 loads.

Then you have on hand about one-fifth of your annual dealings?—Yes, according to that quantity.

Then how can you suppose it will last you five years?—I do not suppose so; I hope not; I do not suppose it will last me five months.

Are the rest of the trade much more incumbered with stock?—I really cannot tell; there is a great deal lying about in different places.

Do not the locks of canals take up a considerable quantity of oak timber?—Yes.

Of a large size?—Not of very large size.

Sixty feet metings?—No, about forty feet metings.

Dock gates will require large timber?—Dock gates will.

What sized timber will they require?—I should suppose about sixty feet metings they would require one with another.

Do not you find that the owners of ornamental trees set a greater value upon them than they do upon those in woods?—Yes.

And you find them generally more valuable?—Yes, they are more valuable than trees that grow in woods.

The ornamental timber is most generally useful to you for the ordnance?—Yes.

Do the Committee understand you to have said distinctly, that you think a tree of from 50 to 60 years growth will yield from 60 to 70 or 80 square feet of timber?—Yes, if the soil is good.

What do you apprehend a tree of 40 years growth will ordinarily yield?—About 40 feet.

A tree of 20 years growth?—From ten to fifteen; it depends on circumstances.

At what time do you apprehend it to be most for the advantage of the grower, taking into consideration the benefit of receiving his money and laying it out immediately, to cut his trees?—I should say about forty or fifty years.

Then it is not for the advantage of any owners of trees to let them stand till sixty or seventy years growth?—If there were no prospect of a consumption of them for large shipbuilding.

But if there were that prospect, you think it would be for his advantage?—I think it would.

What would be the difference in round measure, of the price of a tree, containing from forty to fifty feet of timber, and the price of a tree containing from sixty to seventy feet of timber?—I cannot say without looking at them.

Supposing them to be equally good?—I cannot say, it would depend upon circumstances.

If you saw the two trees, could not you tell what they were worth?—Yes; if I saw the two trees.

Supposing then that the two trees were of the same quality, what proportion of price would you give for the one, and what for the other?—A tree of forty feet would be worth 10*l.*; a tree of sixty feet would be worth 15*l.*

Then in twenty years, it seems the increase upon 10*l.* would be 5*l.*?—If it grew no more than a foot a year.

You say you would give 10*l.* for one tree, and 15*l.* for the other?—Yes.

And it would take twenty years for a tree to grow from forty to sixty feet?—Yes.

Then in that twenty years, the only increase I can get, is 5*l.* for lying out of my 10*l.*?—Yes; you put the question in this way; if there is one tree of forty feet, and another of sixty, perhaps that one of sixty might be no older than the one of forty; that is a very common thing.

Then you have commonly seen trees grow in the same field of the same age; one yielding sixty feet, and the other forty; have you?—Yes.

Have

Have you ever seen a tree of sixty feet that was only forty years old?—I should rather suppose I have; I cannot exactly ascertain that. *Mr. John Kershaw.*

Any number of them?—Yes, I think I have.

Then you do not think it an uncommon thing for a tree to grow to that size in forty years?—No; some soil produces trees much faster than others.

But supposing a person to have experience of the rate at which a soil would grow timber, it would seem, according to your account, it would not be worth his while to let it grow from forty to sixty feet, provided it should be twenty years in so doing?—I believe I have not stated that it would take twenty years to increase from forty feet to sixty.

What do you apprehend would be its increase in twenty years, after it was at the age of forty?—It would increase a foot and a half a year.

That will give seventy feet in twenty years?—Yes.

What would you give for a tree of seventy feet, supposing a tree of forty years to be of the same quality, sold at 10*l.* the price of that at seventy would be, what?—It would be worth from 18*l.* to 20*l.*

Then at the utmost, in the twenty years the tree would have only doubled its value; is that what you mean to say?—Yes.

Then, now taking into your consideration the advantage of receiving money, and laying it out, is it worth any man's while to let his tree grow from forty years twenty years longer?—If a man wants money, it certainly is not.

Do you not know that money, in twenty years, will infinitely more than double itself?—Certainly.

Then at the present prices, is it worth a man's while to let a tree stand?—Certainly not.

You have said, that in a good soil a tree will attain the size of sixty feet or more in sixty years?—Yes.

The greater part of the oak timber growing in the countries with which you are acquainted, grows upon that good soil?—Yes.

You mentioned a wood in Kent, of three hundred acres; whereabouts is that?—At Swanscombe.

What is the age of that wood?—It has been regularly thinned, and a succession followed up.

And grows upon a very good soil?—A very good soil; as good as any in the kingdom.

And Dogmersfield, is that situated in the same way?—Yes.

On equally good soil?—Yes.

Is there any large timber there?—Yes.

And some coming in, the same as the other?—Yes.

Can you name any other tracts of land?—There are several about that neighbourhood, in Hampshire; but really I do not know the name of them, I am so unprepared.

Do you know half a dozen others, do you think, of three hundred acres each?—Yes, several in Essex twenty and thirty acres together, round the same spot.

Coming to three hundred acres?—Yes.

Then you are acquainted with four or five thousand acres planted in succession?—Not to that extent.

Do you think you are acquainted with two thousand acres?—Yes, I think I am.

Planted in such a way as to come in, in successive years?—Yes.

How many trees of sixty feet metings have you seen grow upon an acre?—About 120 I think; I could tell you from some I took last year, if I was permitted to come again.

What circle do you think a tree of that size makes?—A circle perhaps of three feet diameter at the bottom.

But including the spread of branches and all?—I cannot say; in woods it does not spread as it does in a field.

Can you judge of the number of yards one tree stands from another?—About five yards, I should suppose? but I cannot correctly answer the question.

In answer to a question put to you, you have said that the supply of timber will depend upon the demand for it?—Yes, I think it will, in some degree.

But you said before, the great price was owing in a considerable degree to the present heavy taxes?—Yes.

Mr. John Kershaw.

Those who have to provide the supply of timber, bring it forwards, because the price rewards them for their expense and trouble in providing that supply?—Yes.

Then the demand must occasion such a price as will tempt those who have to provide the supply, to provide it?—Yes; and the price also will induce the grower to cut it down.

Do you think that the advantage to the owner of trees, in suffering his trees to stand till they come to large shipbuilding sizes, depends upon the prices which he will obtain for them when cut?—Yes, I think it will.

The building of East India ships is suspended for the present in the River?—Yes.

But the building for the navy continues, varying, according to circumstances?—In the King's yards, I believe, only.

Then do you think the market to the owner of the trees is as good now, that it wants the build for the East Indies, as it was when it had to supply both the builders for the East India trade and the King's yards also?—No.

As to the value of timber, does not the value of timber per foot depend upon its size as well as its shape?—Yes.

Then will a larger tree bear a higher price per foot than a smaller tree, both having the same advantages, the value arising from shape and soundness?—Yes.

The larger tree will bear a higher price per foot than the smaller tree?—Yes.

Does the price increase at a greater rate, when the timber runs to the larger sizes?—No.

But at the same rate?—At the same rate.

What were the prices of oak timber delivered in the River twenty years ago?—To the best of my recollection, 4*l.* 10*s.* or 5*l.* a load for 60 feet metings.

What are the present prices?—About 8*l.* 10*s.*

When a tree has come to that size that it contains 40 feet of shipbuilding timber in it, supposing it to stand upon a good timber soil, to what size is it likely to come in the next twenty years, if it is suffered to stand?—I have answered that question before, that it might double its size occasionally.

Then it would contain 80 feet?—Yes.

What would have been, at the price of 4*l.* 10*s.* which you have said was the price of timber twenty years ago, the value of a tree, meafuring 40 feet, of good shipbuilding timber?—About 4*l.*

Then, as by this time, it would be doubled in size, and at the present prices it would be worth 8*l.* 10*s.* a load, what would be the value of that tree?—It would be about 12*l.*

Then it would be now, at the end of twenty years, worth three times as much as it was then?—Yes.

And if the price should go on doubling within the next twenty years, it would be worth three times as much as it is now?—Yes.

Has the price fallen, so as to lead you to believe, that more wood has been in the market than was sufficient for the demand?—Yes.

Have you a contract with the Ordnance?—I contracted in part.

When did you cease to contract with them?—I ceased sending them in oak since 1812.

When you ceased to contract with them, had you any oak upon hand?—Yes.

Much?—I really cannot say what quantity just now.

You state you have 400 load on hand now?—I have.

Have you sold that oak?—No.

Was any offer made to you to purchase that oak which you have upon hand, at a given price?—No.

None?—No.

You are confident no offer was made to take that oak, which you have on your hand, at a given price, somewhat lower than you had given for it?—No.

You are confident of that?—Yes.

Was any offer made to take off of your hands any large oak you could procure within these few months?—No.

No such offer has been made to you?—No.

You are confident of that?—Yes.

Was anything said to you on the subject?—No.

Was no question put to you, whether you could obtain such oak?—No.

Were those 400 loads of oak felled all in one place?—No; in several places.

Did you know the trees when standing?—I felled them.

Mr. John Kershaw.

Do you know their age?—No, I cannot state that; some of it is small timber.
What proportion of it is large timber?—Pretty nearly half.
Are you acquainted with the growth of that?—No.
Where was it principally grown?—In Oxfordshire.
And you do not know the age within ten years?—No.
You cannot tell whether they had been planted sixty, seventy, or a hundred years?—No.
You cannot form any guess?—No.
You are quite sure nobody has made any proposition to you as to timber, and that you have given no answer upon the subject?—No.
You are quite sure you have not said to any body you could not get 200 loads for them, or part with any quantity to them?—No.
Did not you tender to the Ordnance Board last year?—Yes.

THE following ACCOUNTS, and PAPERS, were read.

(27.)—Masts, Yards and Spars, exported by the East India Company; 1794—1813 - p. 198.
(28.)—Loss of the Ship, Earl Talbot - - - - - - - - - - ibid.
(29.)—Loss of the Ships, True Briton and Skelton Castle - - - - - - p. 199.
(30.)—Loss of the Ship, Prince of Wales - - - - - - - - - - ibid.
(31.)—Loss of the Ship, Ganges - - - - - - - - - - p. 200.
(32.)—Loss of the Ship, Ocean - - - - - - - - - - ibid.
(33.)—Ships laid down on the Bottom of other Ships, &c. - - - - - - p. 201.

ACCOUNTS, &c.

—(27.)—

An Account of all the MASTS, YARDS and SPARS, exported to INDIA by the East India Company, in each Year since 1794.

YEAR	1794	Number	384.
	1795	D°	399.
	1796	D°	10.
	1797	D°	127.
	1798	D°	371.
	1799	D°	50.
	1800	D°	140.
	1801	D°	312.
	1802	D°	505.
	1803	D°	190.
	1804	D°	92.
	1805	D°	395.
	1806	D°	455.
	1807	D°	163.
	1808	D°	235.
	1809 None were exported this Year.		
	1810	Number	270.
	1811	D°	175.
	1812 None were exported this Year.		
	1813	Number	230.

East India House,
27 April 1814.

JOSEPH BOULDERSON.

—(28.)—

REPORT of the Committee of Shipping, the 9th June 1802, respecting the loss of the Ship Earl Talbot.

At a Committee of Shipping, 9th June 1802;

THE Committee having met for special purpose of taking into consideration the reference of Court of the 12th ultimo, on a letter from William Moffat, Esquire, sole owner of the Ship Earl Talbot, requesting permission to build a ship in her room: And as it appears by a letter from Fort St. George in the Public Department, dated the 30th November 1801 and received the 23d ultimo, that by a letter received from the supra-cargoes at Canton, dated the 15th June last, stating, that as arrivals had taken place from all quarters since November 1801, without bringing any intelligence of the Earl Talbot, it appears to the supra-cargoes, that not a shadow of hope existed of that unfortunate ship or crew having escaped total destruction; the Committee have, with the assistance of the Company's Solicitor, referred to the Act of the 39th of His present Majesty, cap. 89, sec. 5, which prescribes the manner in which permission should be given for the owners of ships to build others in their room; and the Committee being fully satisfied that the ship was stored in a sufficient manner at her outset for the voyage, and from the experience and ability of the

the commander and officers, it is reasonably to be inferred that no blame attaches to them, the Committee can see no reason to object to the building of another ship in her room, pursuant to the Act; and submit to the Court the recommendation thereof to the General Court, if it should hereafter appear that the commander or chief mate have survived the loss of the late ship, that the new ship be commanded, in the first instance, by the commander, or eventually the chief officer; provided they arrive in England in sufficient time, and shall be exonerated from all blame respecting the loss of the late ship.

(Signed) JOHN ROBERTS. JOSEPH COTTON.
JACOB BOSANQUET. WILLIAM BENSLEY.
EDWARD PARRY. SWENY TOONE.
WILLIAM THORNTON.

Read in Court D° Die.

—(29.)—

RETURN to an Order of the Select Committee of the Honourable House of Commons on East India Shipping, dated the 26th April 1814, for Copy of the Minutes of Enquiry by the Directors of the East India Company or their Officers, as to the loss of the True Briton and Skelton Castle.

NO Inquiry was made respecting the loss of the ships True Briton and Skelton Castle, the whole of the crews having perished.

In those cases of ships lost with all the crew, where the Acts of the 39th and 43d of His present Majesty, enabled the Court of Directors to give the owners leave to build ships in their room, a report, stating the impossibility of inquiring satisfactorily into the loss of such ships, was made, conformably to the above Acts.

East India House,
30th April 1814. J. MORICE.

—(30.)—

REPORT of the Committee of Shipping, on the 6th August 1805, respecting the Loss of the Ship Prince of Wales.

THE Committee having met for the special purpose of taking into consideration the reference of court of the 26th June last, on the letter from Peter E. Mestaer, Esquire, stating that the melancholy event of the loss of the ship Prince of Wales, Captain John Price, is but too well confirmed to admit of a doubt of her existence, and requesting the Court will take into consideration the circumstances attending it; and further stating, that when he shall have the Court's permission, he shall be ready to replace that ship in the service; the Committee have, with the assistance of the Company's Solicitor, referred to the Act of the 39th of His present Majesty, cap. 80, and also to the Act 43d of His present Majesty, cap. 63; and as no information has been received of the Prince of Wales, since that ship parted company with a homeward bound fleet on the 27th May 1804, in a heavy gale of wind, in lat. as appears by letters from Captain Thomas Graham, of the Windham, and Captain Samuel Landon, of the City of London, dated St. Helena, the 9th July following:—The Committee report, that they have reason to believe that all the persons who were on board the Prince of Wales, at the time of her loss, have perished; and that, as the occasion and circumstances relating to her loss are wholly unknown, there is an impossibility of enquiring satisfactorily into the loss of the said ship: The Committee further report, That they are fully satisfied that the ship was stored in a sufficient manner at her outfit for her voyage, and that, consequently, no blame can attach to the owners; and that, from the experience and ability of the commander and officers, it is reasonably to be inferred that no blame attaches to them, and the Committee therefore recommend, that if these opinions should be approved of by the Court of Directors, in the manner required by the Acts before mentioned, they be submitted to the General Court of Proprietors, conformably to the said Acts.

The Committee likewise report, That they see no reason to object to the building a ship in the room of the Prince of Wales: and that, if the preceding part of this Report should be approved by the Court of Directors, and also by the General Court, and it should hereafter appear that the commander or chief officer have survived the loss of the said ship, the new ship be commanded by the late commander in the first instance, or eventually the chief officer, provided they arrive in England in sufficient time, and shall be exonerated from all blame respecting the loss of the late ship.

(Signed) CHARLES GRANT. JOHN HUDDLESTON.
GEORGE SMITH. WILLIAM THORNTON.
THOMAS REID. RICHARD C. PLOWDEN.
JOSEPH COTTON.

R^d in Court D° Die.

— (31.) —

REPORT of the Committee of Shipping on the 30th September 1807, respecting the loss of the Ship Ganges.

YOUR Committee having met agreeably to the Act of the 39th of His present Majesty, cap 89, for the special purpose of investigating the circumstances attending the loss of the ship Ganges, off the Cape of Good Hope, on the 29th May last, in latitude 38. 22. S. and longitude 19. 50. East, the following Papers were read; viz.

Letter from Captain Harrington, dated the 12th instant, advising his arrival in England, and readiness to attend Your Committee when required, respecting the loss of the Ganges:

Letter from Captain Harrington, dated the 1st. and referred by the Court the 9th instant, detailing the circumstances attending the loss of the ship:

Letter from Captain Harrington, dated 4th June 1806, and referred by the Court the 29th October last, enclosing, Copy of a consultation of commanders upon the state of the ship:

Extracts of the proceedings of the Bombay Government, on the following days; viz. 14th July 1806,—13th August,—19th Ditto,—26th Ditto:—received over land the 17th February last:

Letter from Captain Harrington, dated 24th September 1806, and referred by the Court the 15th April last, transmitting Copies of the correspondence with the Bombay Government, relative to the Ganges being refitted in that port:

Copy of the Report of the Survey of the ship at Bombay, on the 23d September 1806, received per Streatham, 16th April last:

Sixth paragraph of the Bombay commercial letter, dated 17th December last:

Bombay commercial letter dated 10 July 1806, and received over-land the 2d January last:

Second paragraph of the Bombay commercial letter, dated 25th August 1806, and received per Experiment the 28th May last:

Letter from Captain Harrington, addressed to the Governor and Council at St. Helena, *enclosing an extract from the log-book of the Ganges relative to her loss, dated the 16th June last, and received per Earl St. Vincent the 6th instant.*

And Your Committee having severally called before them Captain Harrington, the commander, *Mr. John Rose, chief officer, Mr.* John Robert Blackwell, second officer, *Mr. Thomas Hooper, third officer,* and Mr. John Jones James, fourth officer, also Mr. Piston the carpenter, and examined them very particularly respecting the loss of the Ganges, and likewise in regard to the anchors, cables and other stores on board that ship; and Mr. Robert Maccure, the Company's Surveyor of Shipping, having also attended Your Committee, in regard to the repairs of the ship on her several voyages, but particularly the last;— Your Committee are unanimously of opinion, that the commander, officers and ship's company, be fully acquitted of all imputation of neglect or misconduct in respect to the loss of the late ship Ganges.

Your Committee are further unanimously of opinion, that the Ganges was fully and sufficiently found in anchors, cables and other stores, and that the owners should therefore be fully acquitted of all imputation of neglect or misconduct in respect to the loss of the said ship.

(Signed) GEORGE MILLETT. JOSEPH COTTON.
JAMES PATTISON. JOHN JACKSON.
THOMAS REID.

Read in Court D° Die.
Approved the 7th October following.

— (32.) —

REPORT of the Committee of Shipping, on the 22d November 1811, respecting the Loss of the Ship Ocean.

YOUR Committee have taken into consideration the reference of Court of 9th ultimo, on the letter from Sir William Fraser, Bart. stating, that as the arrival of the last China fleet brought no intelligence of the Ship Ocean, since she parted from the Modeste Frigate, in a violent gale of wind, in September 1810, the melancholy fate of that ship can be no longer doubted; and therefore requesting, on the part of the owners, that an investigation may take place into the cause of the loss of the above ship, to enable the owners to solicit permission to build another ship in her room; and your Committee report, that as no information has been received of the Ocean, since that ship parted company from His Majesty's Frigate Modeste, in a gale of wind, off Pulo Sapata, the 5th of September 1810, as appears by the letter from the supra cargoes at Canton, dated the 24th October 1810, and received 20th May last, and also by a Letter from Mr. Pattle, dated the 4th November 1810, and received per Georgiana packet, 24th August 1811; there is every reason to believe that the Ocean

Ocean is lost, and that all the persons who were on board have perished; and that as the occasion and circumstances relating to her loss are totally unknown, there is no possibility of enquiring satisfactorily into the loss of the said ship.

Your Committee further report, that they are fully satisfied that the ship was stored in a sufficient manner at her outfit for her voyage, and that consequently no blame can attach to the owners; and that, from the experience and ability of the commander and officers, it is reasonably to be inferred that no blame attaches to them; and that the Committee therefore recommend, that if these opinions should be approved of by the Court of Directors in the manner required by the Acts of the 39th and 43d of His present Majesty, cap. 89 and 63, they be submitted to the General Court of Proprietors, conformably to the said Acts.

(Signed) JOHN A. BANNERMAN.
ROBERT WILLIAMS.
RICHARD TWINING.
SAMUEL DAVIS.

Read in Court D° Die.

—(33.)—

AN ACCOUNT of the Names of the SHIPS laid down on the Bottoms of the following Ships, and when and where laid down and launched.

Names of Ships lost.	Names of Ships built on their Bottoms.	When, and where laid down.	When launched.
True Briton	None.	—	—
Earl Talbot	Winchelsea	1st April 1802; River Thames	15th October 1803.
Ganges	Charles Grant	About June 1808; Bombay	About January 1810.
Calcutta	Prince Regent	15th December 1810; River Thames	29th November 1811.
Jane Duchess of Gordon	Princess Charlotte of Wales	D° D° D°	30th January 1812.
Bengal	Bengal	D° D° D°	18th December 1811
Lady Jane Dundas	Marchioness of Ely	D° D° D°	26th February 1812.
Experiment	None.	—	—
Lord Nelson	Marquis of Wellington	30th April 1811 D° D°	22d October 1812.
Skelton Castle	None.	—	—
Ocean	Lady Melville	30th May 1812 D° D°	25th September 1813.
Prince of Wales	Astel	About November 1807 D° D°	9th December 1809.

East India House,
30th April 1814.

J. MORICE.

V.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Martis, 3° *die Maii*, 1814 - - - - - p. 161.

Mr. William Driver.
Mr. John Morris.

ACCOUNTS, &c. - - - - - - p. 178.

Ordered, by The House of Commons, *to be printed*,
4 *May* 1814.

VI.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Mercurij, 4° *die Maij*, 1814 - - p. 185—197.
Mr. John Kershaw.

ACCOUNTS - - - - - - p. 198.

Ordered, by The House of Commons, *to be printed*,
5 *May* 1814.

VII.

Select Committee on East India-built Shipping.

Jovis, 5° die Maij, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

[The Petition of certain Ship Owners, Ship-builders, and other Persons interested in the Shipping of the Port of Sunderland, was read:

No Agent appeared.]

Mr. *Thomas Alexander*, Called in; and Examined by Mr. ADOLPHUS.

Mr. Thomas Alexander.

ARE you in the timber trade?—I am.

You are the son of a gentleman who has been here before?—Yes; I am not concerned in partnership with my father, but only transact business for him.

How many years have you known the timber trade?—Between five and six years.

In that time how have you been employed?—Generally going round the different estates where my father has been, to help him to survey the timber which he has purchased, not employing any agents on his part, but merely myself.

In what counties have you seen timber in the course of this employment of yours?—Principally in the counties of Kent and Sussex.

Have you had opportunities of knowing what quantity of timber is annually cut in those counties, within the years of course that you have attended to them, and whether there is any considerable quantities now on hand?—I have had many opportunities of seeing timber felled in the counties of Kent and Sussex, and I have no hesitation in stating it to be my opinion, that there is now left standing a sufficient quantity of timber in those counties, to answer annually in the proportion that has been cut for the last five years; I see no prospect of deficiency for future demand, if it is preserved in the same way in future that it is at present.

Do you know whether your father has had any considerable quantity of timber offered to him in any other county than Kent and Sussex?—Not this year; last year my father had a large offer made in the county of Lincoln; I heard the offer made myself by the steward of Lord Gwydir.

Of oak?—Of oak of a large description.

What was to be the amount of the purchase?—I believe they said they could cut 100,000*l.* worth at Grimsthorpe.

In the course of your travelling upon this business, in the counties of Sussex and Kent, have you observed considerable quantities of timber on the estates of certain noblemen and gentlemen in those counties?—I have; I can name them.

Begin with the county of Sussex, and name the persons on whose estates you have seen considerable quantities?—The Duke of Norfolk, on his estates in various parts of the county of Sussex; the Duke of Dorset, Lord Selsey, Lord Sheffield, Mr. Wood, Mr. James Wood, and Mr. John Wood, Mr. William Borrer, Mr. John Hamlin Borrer, Mr. Beckett, Sir Henry Goring, Mr. Holman, Sir Godfrey Webster, the Honourable Cecil Jenkinson, the Reverend Henry Chatfield, Mr. Newnham, Mr. Eversfield, and Mr. Powell; those I can speak to as having seen.

When you speak of a considerable quantity of timber on an estate, can you tell me what you mean by the smallest quantity of timber on any of those estates?—There may be one or two under 6,000*l.* from a general view.

Mr. Thomas Alexander.

What is the amount of the greatest estate you have seen, with timber upon it, in value?—I should have no hesitation in giving a gentleman a hundred or a hundred and ten thousand pounds for it.

Upon whose estate is that?—Mr. Wood's; Sir Henry Goring I would give the same money to.

Who else have very large quantities of timber upon their estates?—There is a great deal of timber on the Duke of Dorset's estates, but not to that extent; I should suppose, generally speaking, the others are from ten to forty thousand pounds; certainly there is more under 25,000 *l.*; there are other estates in the county where I have partially seen timber, and I know from other persons that there is a great deal of timber on those estates; I will name them if you please.

Will you name the noblemen and gentlemen in the county of Kent, who have considerable quantities of oak timber?—The Duke of Dorset in the county of Kent, Major Woodgate, Mr. Ponton, Mr. Symmonds, Mr. Lambert, Mr. Austin, Messrs. Goodwins, Lord Gwydir, Lord Stanhope, Lord Amherst, Lord Camden, Mr. Polhill, Mr. Sidney, Mr. Peters, and Mr. Stratford.

Have those estates generally oak upon them to the same amount as those in the county of Sussex?—No, certainly not.

To what amount is the largest of those estates that you have viewed?—I should suppose between 20,000 *l.* and 30,000 *l.*

What is the amount of the smallest, according to your judgment?—There is one small one, but it is remarkably fine timber, I suppose worth three or four thousand pounds.

From your observation of timber in those two counties, and your knowledge of it in general, should you have any hesitation to undertake to supply the quantity of timber you have seen supplied heretofore?—Certainly not; I should be very happy to take such a contract, not that I mean to say I could make the gentlemen fell their timber; but there is that quantity of timber in the country, if they would cut it; and very little of it, generally speaking, ornamental.

Is this oak timber to which you have now been directing your evidence, timber fit for the purposes of shipbuilding?—Yes, it is.

Is a fair proportion of it fit for the largest purposes of shipbuilding?—Yes.

Is it, upon the whole, such timber as could fairly be brought to market to answer all the purposes of the London yards?—Most undoubtedly it is.

Have you observed whether there is due care taken in those counties to preserve the succession of timber?—The succession there is in the county of Sussex, is astonishing; every hedge row almost is filled with young timber coming forwards; I am not acquainted with the whole of the county of Sussex.

But in those parts where you are acquainted, that is the case?—Yes; there are a great many estates where I know there are quantities of timber which I have not seen, and therefore do not speak of.

Committee.]—How old are you?—If I live a fortnight longer I shall be twenty; I have been five years in the timber trade, and I have paid attention to nothing else.

Mr. Adolphus.]—Do you know how many square feet there are in an acre of land?—43,560.

How many trees of 40 feet will grow upon an acre?—108, allowing 400 square feet to every tree.

Upon a good soil, how much will each acre, with 108 trees of 40 feet upon it, improve annually?—Nearly 16 *l.* an acre, if they were all cut at that size; nearly 16 *l.* per acre if they were all cut at that age; without allowing any thing for the growth of the underwood, every acre of land will pay nearly 16 *l.* an acre for 65 years.

If you had an acre of land planted with 108 trees of 40 feet, do you suppose that upon the same acre there will be other young trees growing also?—Most undoubtedly, if they are properly preserved.

Committee.]—And will that acre produce 16 *l.* a year?—In my opinion it will.

Mr. Adolphus.]—Then if you cut each tree as it comes to 40 feet, you suppose, in your mind, that the others will be growing up towards the same size, and that they will be left?—Yes; but I think if they were properly thinned, and 48 selected out, and 60 left standing, they would pay more annually than if they were cut

at

at the size of 40 feet, and make room for the others to come forward, and get larger.

Mr. Thomas Alexander.

You are then of opinion, that by prudent and careful management of an acre of trees so planted, 16*l.* per annum would be the produce?—Yes, if the whole of the timber were cut at 40 feet, it would pay, most undoubtedly, near 16*l.* an acre per annum; but if they were properly selected, taking out the trees that were in the least growing state, say 48 trees, leaving 60 trees standing, till they came to the age of 85 years; allowing them to contain at that period 88 feet, it would increase so as to pay four or five and twenty pounds an acre; upon the whole, saying that you cut 48 trees at 65 years old, that will pay 7*l.* an acre, and the remaining 60 trees would pay between 17*l.* and 18*l.* which, if put together, make between four and five and twenty pounds.

If 100 acres of wood land are taken and managed in the manner you have described, will they produce the same result in proportion?—Most undoubtedly, in a good soil.

Besides the ultimate fall of the trees, are there any other advantages of underwood or small cuttings in the meantime?—Certainly, in good situations, underwood, and including the timber that would be coming forward, four or five pounds an acre; but if you do not include the young timber, perhaps from 20*s.* to 30*s.*

Do you mean, that from the time the trees were first planted, or taking your stand when they have attained the size of forty feet?—Calculating, that from the age of fourteen years, or rather less.

Do you state it to be per annum 20*s.* or 30*s.* or in the year it is felled?—Per annum.

[*Cross-examined by Mr. Grant.*]

I perceive you have got a list of the estates in the counties of Sussex and Kent, on which you say so much timber grows?—I have.

How long has that list been made out?—Since last Monday I think, or Tuesday, I think it was on Monday.

Was it made out entirely by yourself, or with any assistance?—By myself.

How lately have you seen those estates which are mentioned in that list?—A great part of them within the last six months; others, generally speaking, within the last one or two years, and the remainder, with very few exceptions, within six months.

Did you observe them with a view to form a judgment what quantity of timber they were likely to afford in years to come?—I observed, by making observations, how much the growth of young timber was encouraged; and likewise, that there was a large quantity of large naval timber standing on the estates at the time.

Had you it in your mind to form a judgment what supply they were likely to afford in future years?—I had it in my mind so far, by saying, there is so much timber on the estate, and I should like to give so much for it. I know that timber has not been cut.

But you have stated it in the strongest manner, that in all future time, as far as you can perceive, they will yield as ample a supply of timber on the average, as they have for the last five years?—I repeat it again, as being my opinion.

Having so stated, I want to know, how far your observation of the timber on those estates was directed to the circumstance of the future supply?—According as I have answered the Gentleman before.

Having so stated, I wanted to know, how far your observation of the timber on those estates was directed to the circumstance of the future supply?—I do not mean to say, that I ever took a particular account of every tree or every hundred trees; merely a general observation.

How long have you been acquainted with those estates?—Some two, three, four, and five years, some more.

You have been in business only five years?—I have been on the estates before I was in business, but I did not observe them at that time; some I have known more than five years, some ten.

I want to know how long you have been in the habit of observing what supply those estates yielded annually of timber?—For the last five years.

You say you have known some of those estates only two years; with respect to those, how can you compare their probable future supply with their supply for the last five years?—The estates I have only known the last two years, I know from my father's book, and from the greater part of the estates he has had timber; and

Mr. Thomas Alexander.

others, one, two or three, that I have known only two years; I know there has been no timber cut from them for the last twenty years of any consequence; I know this from my father's books.

How can you know from your father's books, that no timber has been cut by any person whatsoever from those estates?—Because my father has had a connection with those gentlemen, and when they have had timber to sell, they have made it a particular point to offer that timber to him.

How has all this come to your knowledge?—From my father's books, and from my father.

Does it appear upon your father's books, what offers are made to him of all kinds, and whether the offer be accepted or not?—It does.

Does it appear upon your father's books, what offers have been made to other people by those owners?—Certainly not, because there has been none.

Does it expressly appear upon your father's books, that no offers have ever been made by those owners to other persons, and to your father?—No; but I know from the last five years, that I have spoken of before, that there has been no offer from my own knowledge; and I likewise know, that no gentleman ever offered my father timber, except in one or two instances, in which he has not made a point of going over their estates to look at the timber marked out for sale; and if they have named the price of it, to offer them such as he thought it was worth; and from having seen and having had the books in my possession for these five years, and from having been with my father at the time the purchases were made.

Do you mean to say that your father has been the only purchaser of timber off those estates?—For the last five years; if there has been any cut on those estates where my father has purchased it, I have known of it from having seen it.

I wish you to say how many of those estates you have known five years, and how many only two, and how many any intermediate period?—I do not know that I can recollect that; Mr. Beckett's, Mr. Newnham's, Mr. Powell's.

Can you state how many of them have a large or a small proportion?—I have named three; Lord Amherst's.

All the others you have known, you have known not more than five years?—I have not been in the habit of going over them to observe the timber more than five years; I have known the estates longer, many of them.

You have no means whatsoever of comparing the quantity of timber now grown on those estates, with the quantity of timber which was grown upon them twenty years ago, except what you derive from information of other persons?—I cannot say that I have; I have seen my father's books for ten or fifteen years, of where the timber was taken from the estates at that time; and I have been on those estates since, knowing and making observation of what timber was cut on the estates, not speaking of them all, and am certain though the price was not what it is now, there is an equal proportion of good timber left.

Have you been in the habit of studying your father's books, with respect to the state of the timber on those estates, for many years before you were personally acquainted with those estates?—No.

Have you been in the habit of particularly observing the representations given in your father's books of the state of timber upon those estates 20 years ago?—I have observed them within these five years, but I have not spoken of the state of the timber in the counties of Kent and Sussex for more than five years.

Am I to understand, by your former answer, that you have sufficiently studied your father's books for 20 years past, to state, that there is as much timber now growing upon those estates of which you have spoken, as by those books there appears to have been 20 years ago?—I do not mean to say; I have studied my father's books, so that I can represent to you, in any one instance, what timber there was 20 years ago, or what timber there is now, in comparison to that; but that I have made general observations on it, and I believe, from what knowledge I have of them, that there is timber to answer, as I have said before, annually, in proportion to what has been sent out of the country from the parts I have spoken of, what there has been for the last five years.

In making personal observations on those estates, have you always had in mind any entries you may have seen in your father's books, with respect to the condition of those estates 20 years ago?—I have not always; but I have made observations of timber, that has been cut with my father, and persons who have been with us looking round the estates, and what timber there was 20 years ago, stating, when it had

had been cut, and I made my observations at the time, that there was at that period, more timber standing on that estate than there was formerly, in my opinion; I do not mean to say, it was so, but as far as I have a knowledge of it, I believe it to be so. *Mr. Thomas Alexander.*

Do you mean to say, that in concluding timber to be in a greater quantity than it had been formerly, you judged merely from its appearance, or from its appearance as compared with what you recollected of the entries in your father's books?—I judged from its appearance at the time, and from the quantity that was stated to be cut at the former time.

Stated by whom?—By my father's books.

I want to know, whether in making personal observations on all the vast number of estates you have named, you have had such a distinct recollection of any entries respecting those estates, or any of them, in your father's books, as to form a definite comparison between what you saw and what you recollected?—In viewing the timber on the estates I have named, I have stated, at that time, the number of trees, and the price that my father gave for them when they were cut, and have made observations, that there was a great deal more timber then standing on the estate, in comparison with what had been felled.

In observing the estates you have mentioned, will you say, whether you have had any more than a very loose recollection of any entries in your father's books, relating to those estates 20 years before?—I have not stated a particular period of 20 years or 10 or 15, when the timber was cut formerly; but I have named at the time, how many years it was ago; and I have had a distinct recollection of the number of trees, and of the price that my father gave for them at the time that I have made those observations; and I have likewise, from a general view, and a confidence in my own opinion, and in the opinion of my father, believed what I have stated before to be the fact, that there was more timber at that time, in proportion, than there was formerly, when the timber was cut upon that estate.

When you say, that you have a distinct recollection of the number of trees, and of the price your father gave for them, do you mean to say, you have a distinct recollection of those facts, within your own knowledge, or merely the entries in your father's books relating to those circumstances?—I do not mean to speak of having been present at the time it was done; I mean to speak of it in my father's books, and having seen the stamped agreements for the quantity signed by the parties who sold.

Can you at all state, in a rough way, in how many instances this has happened, that in going over estates, you have recollected entries in your father's books respecting the timber on the estates for several years before?—I should suppose 10 or 20, or something of that kind; it may be more than 20; I do not speak positively to it.

On how many of the estates have you made that sort of observation?—Perhaps it might be twice on the same estate; I cannot say how many estates.

Can you say it then with respect to the majority of the estates of which you have spoken?—I have said before, in 10 or 20 instances; but I cannot say whether it was twice on one estate; it might be all on different estates, or it might be twice on one estate; I cannot speak to that.

You cannot say, that you have made that sort of observation on as many as half the number of the estates of which you have spoken?—Certainly not.

Are you able to state, whether the quantity of timber has, within your recollection, at all diminished during the last five years, as you advanced nearer to the metropolis; whether it recedes from the metropolis rather than otherwise?—I am speaking generally of the counties of Kent and Sussex; certainly, I should not think there is so much large timber in this neighbourhood as there has been, because it was easier to get to market; and the high price timber has been at, has tempted gentlemen to cut it, where they could get a high price for it when cut.

Has it tempted them to cut large timber only, or has it tempted them to cut down growing timber?—In many instances it depends upon how they have wanted money; I have known some gentlemen cut growing timber, very young timber, where it was a sin to cut it; and I have known some gentlemen not cut; on five-sixths of the estates, I believe, the growing timber is most encouraged; persons do not cut that timber which is growing, but prefer cutting that which has done growing.

When you speak of large timber, of what size do you speak?—Of timber from five-and-twenty feet, to a hundred feet.

Mr. Adolphus.]—Do you mean that round or square?—Round, certainly.

Mr. Thomas Alexander.

Mr. Grant.]—Taking timber of 40 and timber of 60 feet, which of those two dimensions has been most cut in consequence of the increase of price?—I should suppose there is a great deal of timber of 60 feet, which people were not satisfied with the price that eight or ten years ago was given, which has induced them to cut a great proportion of that timber.

You mean to say they have cut it by the inducement of the late increase of price?—Yes, a great part of it.

Are not the prices for timber of 40 feet, as tempting to the grower, in proportion as the prices for timber of 60 feet?—It may be in particular instances, but not generally speaking; I should think not timber of the same growth, certainly not.

You include the time that the grower has to wait?—Yes; because I consider the timber that will grow from 40 feet to 60, is giving a great interest.

In what time upon a good soil would an oak tree grow from 40 to 60 feet?—I can shew by these memorandums which I have made, in consequence of my own observations upon trees, which I have measured and observed, the growth of from year to year.

They are from your own measurements, and not from what you have heard?—My own measurements; I have not measured a great many trees, but allowing for what I have measured, I consider other trees to grow in the same proportion in good soil.

You say your own measurements have been very few?—Certainly.

How can you draw a general conclusion from very few instances?—It is most likely where two trees are standing together, and on the same soil, equally growing trees, that one will grow as much as the other, though I have not measured both; but it is certainly a fair comparison to allow one tree will grow in proportion to the other.

Do you mean to say that the growth of trees is so uniform, that a person observing or measuring very few, can speak confidently to all others of the same kind of timber?—I do not mean to state that one tree of the same size will grow as much as another tree of the same size, though they may be close together; but taking it upon a general view of the timber that I have measured, in a comparatively growing state, with that which I compared it to, I consider that the calculations I have made, are as nearly correct as possible.

My question was simply this, whether the growth of timber was so uniform, that a person observing a very few trees can speak confidently with respect to all others; can you draw a general average from a very few instances?—I have no hesitation in saying, that to the best of my judgment the calculations I have made are correct.

If you have only observed in a few instances, how do you know that your calculations are right in all others?—I do not state that I have measured a great many trees; but I state, that I have taken with my eye a correct calculation upon the growth of a great many.

How do you know that it is correct?—Because I have guessed the trees before I have measured them in many hundred instances, I may say thousands of instances, and compared that account with the real measurements of them, and have found it correct within a very trifling difference, not any thing to be spoken of.

When you say you have measured trees only in a very few instances, am I to understand you have measured them in some thousand instances?—I have not measured them in many thousand instances; but I mean to say, I have guessed trees in thousands of instances, and have measured them after I have guessed them, and found that guess as nearly correct as it is possible for it to be.

What do you intend by saying you have only measured them in a very few instances?—I have guessed a tree at perhaps this year 20 feet, not having measured it; I have compared that tree another year with the actual measurement of it, when I have measured it, and found it as increased in proportion to what I have stated.

I now understand you to say, that you have in thousands of instances measured trees with a view of ascertaining their growth; I before understood you to say, you have made such measurement only in a very few instances; I wish you to reconcile those two answers?—I have not stated, or meant to state, that I have measured trees in thousands of instances at all; what I mean to say is, supposing this pencil was a tree, I have been at the distance where you are from the tree, and I have guessed that tree at so many feet, but not being exactly satisfied with guessing it,

I have

I have measured it afterwards, and have compared the quantity I stated by guessing it and the quantity I have actually measured it.

Mr. Thomas Alexander.

Committee.]—And you have done that in thousands of instances?—Yes, I have done it in thousands of instances, but not measuring with a view to the growth of timber.

Mr. Grant.]—You so much confide in the correctness of your eye, that you are satisfied these memorandums are accurate, though they are chiefly formed from ocular judgment and not from actual measurement?—I can shew you a statement here of 10 trees, where I did take an account of them by my eye, and after that went and measured them, and found that the 10 trees, generally speaking, came very near to the amount that I had set them at before by my eye.

These memorandums then are chiefly formed from your ocular judgment, on which you conceive you have full reason to rely?—Generally speaking.

Can you shew by the memorandums, of which you have before spoken, in what time an oak tree, in a good soil, will grow from 40 to 60 feet?—I can shew, from the memorandums I have here, in what time a tree will grow from 39 feet one inch and four parts, to 59 feet seven inches one part four seconds and six thirds; that I calculate to be in ten years.

Do you mean to say, that is the usual growth?—I mean to say, that is a fair calculation of a growing tree.

That is the fair average growth?—I mean to say it is, on a good soil.

From what sources have you derived your knowledge with respect to the size of the tree at the beginning of this period of 10 years?—Allowing a tree to be 35 years growing to 10 feet, 50 years growing to 20 feet, 65 years growing to 40 feet, and 75 years to nearly 60 feet, and 85 years growing to 88 feet. I do not mean to state, that in any one instance it is so, but merely that this is a fair average calculation.

You state, that your memorandums are founded partly on actual measurement, and partly on judgment by the eye; your experience, I presume, has only continued for five years; on what ground do you state the rate of the growth of trees for so much longer periods?—Because it is a very fair calculation upon a growing tree; not that I mean to say I have measured any tree, because it is impossible I could have measured a tree in such an instance; but I mean to say this is upon a growing tree, as correct an account as I am able to give you.

Do you speak of a particular instance when you mention a tree of thirty-nine feet one inch and four parts, increasing as you have stated?—No, I do not, it is impossible for me to tell you that I know a tree to be 35 years old, and to have 10 feet; but upon a fair calculation of that tree, it is admitted to be 35 years old, some people say 30, but from a general view of what I have seen, and having heard of timber growing, and having been so many years since the last timber was cut, the trees have been thirty and thirty-five years, some less, growing to ten feet; but I should conclude, from my general observations, it was thirty-five years.

Is it universally known, among persons conversant with the growth of timber, that a tree of ten feet is from thirty to thirty-five years old?—I should suppose it was.

You must know?—I cannot tell you what other people think; I cannot tell you that. I have heard a great many people say so.

Is that held by the trade as a fair calculation?—By a great many people in the trade I have heard that named, and by sellers of timber.

Do you know of any other opinion being held on the subject by persons concerned in the trade?—From the general observation I have drawn, they calculate, I think, from 30 to 35 years.

Will you state what is your calculation of the growth of a tree of 39 feet, and so forth?—I calculate a tree 22 feet long, one foot four inches quarter girth, to contain 39 feet one inch and four parts; allowing that tree to be a growing tree, upon a fair calculation, it is my opinion, that it will increase in radius a quarter of an inch annually, which is half an inch in diameter, allowing half an inch in diameter to be the annual growth; the circumference is in proportion as 22 is to 7 in the increase of the diameter, which will be four parts of an inch and a half; then as 7 is to 22, so is the diameter to the circumference; it will gain rather more than four parts and six seconds in quarter-girth.

Give the results of your memorandums without the details?—I have not calculated for every year during the twenty years: I calculated for the first year, the

Mr. Thomas Alexander.

2d, 3d, and 4th years; the 8th, the 10th, the 16th, and the 20th years; calculating upon equal proportion for 20 years; though, perhaps, at the beginning of that time it will increase more in quarter girth than it does at the latter part; putting the two things together, and averaging them, I calculated the increase in the first year from 39 feet one inch and four parts, to 40 feet 11 inches seven parts and one second; and in the second year, that it will measure 42 feet 10 inches four parts and four seconds; that in the third year it will increase to 44 feet nine inches and 10 seconds; that in the fourth year it will increase to 46 feet nine inches five parts and six seconds. I am not taking the years progressively afterwards; but if you compare the quantity it grew the first year and the quantity it grew the second, with the quantity it grew the third, you will find it increased rather more in the third year than it did in the second, in proportion, and more in the fourth than it did in the third, and so on to the 20th year.

I perceive you calculate that from 20 feet to 40 feet, a tree grows one foot four inches a year?—Yes.

From 40 to 60 it grows two feet a year, and from 60 to 88 nearly three?—It grows from 40 feet to 88 feet in twenty years.

From 40 to 60 feet, you take it three feet a year?—It is rather more than two feet a year, not much.

And from 60 to 88 feet it is nearly three?—Yes, that is nearly the calculation.

If any persons professing to be conversant with the growth of timber, state average rates of growth, very different from those that you have mentioned, you are of opinion, that the notions of such persons are extremely incorrect on the subject?—If I did not think that to be the case, I should not have stated what I have.

You stated, that a fair proportion of the timber which was now ready to be felled, would be for large ships; what do you understand by a fair proportion?—I cannot say exactly, but perhaps two-thirds of the timber I have spoken of, is generally calculated for large ships, and the other part of it for plank and frame timber.

[Re-examined by Mr. Adolphus.]

You have been interrogated with respect to your age, as the means of information; did you, as soon as you were of competent age, enter into your father's business, under his direction?—The day after I left school.

Had you before that been in the habit of seeing, with your father, what the course of his business was, as a mere childish observer?—A great many times with him about; I used to go with him in the holidays round different estates where he had timber.

When you go into a wood, have you means of knowing, by a view of it, whether much timber has been cut out of it within twenty years?—Not always, because the stubs may have been grubbed up; but sometimes.

Is it generally so, that where timber has been cut within twenty years, or a shorter time, traces are left behind?—Generally speaking.

If it is taken away, and ceases to be wood land, and is converted from wood land, then, of course, no traces are left?—Certainly not.

But if it is continued as wood land, it generally happens that some of those traces are left?—Some of them; some perhaps are covered over, some of them perhaps are taken up, and other trees put in their places.

You have spoken of having seen woods in the counties of Sussex and Kent, where no timber has been cut within twenty years; could you in those woods discover any traces at all of those woods having been cut within twenty years?—No.

Was that the reason why you said, none had been cut within twenty years?—That was a confirmation of what I had been told.

Was that the reason, I mean as affecting your own observation personally, when you said, there had been none cut within twenty years?—I have not said so, merely from that observation, but from a general belief on looking at the timber which was standing, which was of a size, so as for it to be thought, it was not likely there had been any timber cut from there, and that connected with not seeing any stubs left.

So that your own memory from a child to the present time, and the information you have received, and your observation on the spot in particular, led you to believe any timber had been cut on that particular spot within twenty years?—Certainly.

When

Mr. Thomas Alexander.

When a nobleman or gentleman, from whom you have formerly purchased timber, sends to you to purchase more, do you generally look back to the transaction of former years in your books and your vouchers?—Not generally; many times, sometimes satisfy ourselves whether there is timber worth going to see, or what timber was felled before.

Then when you have stated, that by your father's books, and by stamped agreements in your father's possession, and afterwards by your own observation of woods, you have believed, that the state of the timber, at the time you observed them, was as good as it had been before, has your memory been particularly called to those books and vouchers, by the occasion of looking at them for business purposes?—Though in some instances of timber I have seen, when I was younger, I have not seen the stamped agreements and books, I have in some instances seen them both; to the best of my memory, I cannot recollect any timber cut away from the estates I have spoken of.

But at the times when you formed those opinions, has your attention been usually called to the books and papers?—In many instances.

Does the practice in your trade of buying standing timber, give you a great facility in measuring it with your eye?—Most undoubtedly.

Do you find in the course of your experience, that two persons conversant in the business will agree in their measurement, and find it right?—Two people conversant, most certainly, come very near in the measurement by the eye.

You have mentioned the measurement of some few trees in the course of your life, were they measured indifferently, and without selection, or did you choose them for any particular purpose?—They were measured indifferently.

For the purpose of improving yourself in your profession?—For the purpose of improving myself, I have measured trees as they were standing, and after those trees had been cut down have remeasured them, to satisfy myself as to the account I had taken of them when they were standing; and I have found that account sufficently correct to ground my opinion upon the statement I had taken before, as being such a one as I could depend upon, and that I should have no hesitation in doing it again.

[*Examined by the Committee.*]

In the statement you have given of the growth of trees, have you taken it from actual measurement of your own?—No.

Then you never have measured the trees to see what they actually did grow in a year?—Not compared with this account; I have measured trees, and re-measured them the year afterwards, and found upon that calculation, the statement I have given here might be founded.

What aged trees were those you measured?—I have measured trees from 13 to 20 feet, and from 20 feet to 60, and very large trees, which large trees I found increased much more in proportion than any of the other smaller trees.

Were those trees you measured standing by themselves or in a wood?—Standing by themselves in hedge rows; I have measured some trees on my father's land.

But all standing by themselves?—I think there were others near them, but they were not in a wood.

Do you think they would grow faster in a wood than standing by themselves?—Much faster in many instances.

Would the girth increase in the same proportion in a wood that it would in a hedge?—You generally see larger trees in hedge rows than you do in a wood, therefore I think the girth would increase most in a hedge row, but not in length, therefore comparing the one with the other, I think the difference in the growth would not be a vast deal.

As you measured those trees growing, they of course had the bark on?—Of course.

Does not the bark grow thicker as the tree grows older?—Most undoubtedly.

So that some of the growth would be in the bark?—Certainly.

In the way you measured you did not deduct the bark?—We always deduct the bark in these experiments.

Do you mean to state those growths as excluding or including the bark?—Excluding it.

Then how do you ascertain the thickness of the bark, so as to be certain of your measurements?—From a general knowledge of it.

Mr. Thomas Alexander.

To what extent may your father's annual dealings be in oak?—I have known him buy near 30,000*l.* worth in the year.

How many hundred load would that be?—From two thousand to two or three and twenty hundred; he may have bought more, but it is not since I have known the business.

You think those estates from which he has purchased would continue to supply that quantity?—I think the estates I have named would continue to supply that quantity; not the estates from which he has purchased, but the estates I have named.

What is your idea of the quantity of timber used for shipbuilding in the whole kingdom?—It is out of my power to say, I am not a shipbuilder.

What is the price this year of round timber per load?—It depends entirely upon situation, where it lies or stands.

Taking Kent and Sussex through, for instance, can you give the Committee any average?—There are places in Kent where the carriage would not cost more than 12 or 14 shillings a load to bring it to this market; and there are places where it would cost 50, and from that to 70 shillings a load.

In giving the Committee the sum that 48 trees would fetch of 40 feet each, what price do you there assume that timber bears per load?—11*l.* 17*s.* 6*d.* I think it is.

Is that an average price that timber will bear now throughout Kent and Sussex?—For timber of 40 feet metings, I should not hesitate to give it.

What is the highest price that you know timber has borne in Kent and Sussex this year, in round measure, in any situation?—I have known between fourteen and fifteen pounds a load offered for some of the timber I have stated to be standing, and the people it belonged to have refused it, and the timber is now standing.

What are the instances in which you know that?—One particular instance.

Only one?—Only one alluding to that sum.

Was the situation particularly favourable, in that instance, for the transport of the timber?—No, I should suppose, on a moderate calculation, 50 shillings per load would carry it to London.

A load of round will yield about a load and a half of square?—That depends on the growth of the tree.

Generally speaking, is not that the known rule in the trade?—I should think seventy-three feet, generally speaking.

Then to afford to give 14*l.* per load round measure, adding 50 shillings carriage, which makes it 16*l.* 10*s.* what ought timber to be in square measure in London?—The timber I have spoken of would not be converted, to answer to the price I have stated was offered for it, into square timber.

What ought timber to be per square measure a load in London to answer that price?—It ought to be 8*l.* 10*s.* per load of 60 feet metings.

What is the average price of that timber of 40 feet metings?—11*l.* 17*s.* 6*d.*

You put a case where that had borne 15*l.* a load?—I understood you to ask, what was the highest price I knew to be paid for timber; I did not understand timber of that description.

It is meant to speak of trees yielding 40 feet each; what is the highest price you have known for timber of that sort?—12*l.* 10*s.* per load.

What is the lowest price?—From ten guineas to eleven pounds.

Then you state eleven pounds seventeen shillings and sixpence to be the average price?—Certainly.

What would be the average cost of transporting that timber to London?—Forty shillings, I suppose.

What ought the price of square timber to be in London, to pay you for giving that price for round measure in the country for this kind of timber?—8*l.* 5*s.*

You give that as an exact calculation?—I should be satisfied to sell it for that.

Has timber of that sort borne that price this year?—There has been no timber sold this year, that I know of, in square measure.

Did it last year bear that price?—It did, a little more, or about that price.

You must deduct how much from the 60 feet metings, to give the price of the 40 feet metings?—I am calculating 40 feet round with a view to nearly 60 feet square; 60 feet metings ought to be worth nearly 8*l.* 10*s.* per load, then taking off five shillings for the regular form in the River of sixpence per foot per load, will make it 10*l.* 5*s.*

Then

Mr. Thomas Alexander.

Then in all the instances you have given us, you have been speaking not of square measure, but of round measure?—According to feet of round measure; I have calculated the difference between the one and the other, from 40 to 88 a shilling per foot round measure, that a tree with 88 feet is worth one shilling per foot more in a round state than a tree with 40 feet of round timber in it.

It will yield but sixpence per foot more upon the square?—No.

Then how does it yield double that in the round?—A tree with 40 feet in it will hew to 60 feet square measure, a tree with 88 feet of round timber will hew in the same proportion to 130 feet. If 60 feet metings are worth 8*l.* 10*s.* per load, what will the increase be upon a hundred and thirty feet meetings? the difference is 70 feet in a tree in the metings, and at sixpence per foot it is thirty-five shillings, which is about a calculation that thirty-five feet of round timber will make a load of square timber, which makes me allow one shilling per foot upon round measure.

In your sixty trees that you have supposed to be cut at the end of eighty-five years, what have you supposed the whole produce of those trees to be?—Sixty times eighty-eight feet.

What price do you suppose that timber to be at round measure?—I have supposed the large trees to be at 14*l.* 7*s.* 6*d.* per load, round measure.

What in that case would be the selling price to the timber merchant when reduced to square measure?—£. 10. 5*s.* per load square measure, adding the expenses to it.

Have you known of any large lot of timber being taken by any timber merchant, either in this year or the last, at 10*l.* 5*s.* per load?—I have not known any large quantity; but we have sent timber to Blackwall yard, and have received that rate for it.

Was that a small quantity or a large one?— A small quantity.

Was it large timber?—It was large timber.

Do you mean to say that the market price has been anything like that?—I calculate it a very fair price.

You have known of numerous sales within the last three or four years, of large timber in large quantities?—Yes.

Can you state any instance in which that price has been given?—I can state several instances where more than the price of 14*l.* 7*s.* 6*d.* has been given.

It is meant to ask whether you have known sales in London to a timber merchant at that price?—I have known of timber of a less size than that, being sold for more than 10*l.*

Has that been picked timber, or in a small quantity?—It is the whole timber on the estate, sent to persons in the River to sell again.

You are not asked of the market prices of round measure, by which the timber merchant buys of the grower, but of the prices of square measure, which the timber merchant sells to the consumer in London; have you known any such prices as that given for timber sold in wholesale; it is not meant picked timber, but timber taken generally?—Stating the trees to be of the same size as I have mentioned before, they would fetch 10*l.* 5*s.* per load; I have known that kind of timber to have been sold for 10*l.* 15*s.*

In large quantities?—In large quantities.

Not picked timber?—Not picked timber.

In how many instances?—More than one, two, or three.

State them?—My father has sold it to Blackwall yard.

What was it?—I have known timber of that size to be sold at 10*l.* 15*s.* per load, to most of the shipbuilders in the River.

Will you state the description of timber, and in what quantities, and to whom?—I cannot say to whom, but sold by my father.

Will you state in what quantities?—I cannot speak to the quantity in my father's books of that particular size.

Have you no recollection of the quantity?—Not to speak accurately, I have not.

This sale is within these two years?—In the year 1811.

Do you recollect the metings of the parcel?—I have known 130 feet metings to fetch that price, supposing them all to mete that.

Then some must be above that?—Some must; I stated the price to be 10*l.* 15*s.* per load.

And you mean to state, a large quantity was actually sold by your father at that price, to whom?—I have not said a large quantity; I mean to state, that the

Mr. Thomas Alexander.

quantity of timber my father had of that size that year, was sent to Blackwall yard, at that price at that time.

Was it 100 load?—I should think not of that size.

Was it 50 load?—I should think most likely; I do not mean to speak accurately, but I should think fifty load; there is a very small proportion of that timber wanted.

Is that what you would call a large parcel, speaking in the terms of the trade?—It is a good parcel of that kind of timber; when I speak of a large quantity of timber, I mean four, five, or six hundred loads.

How many trees would fifty loads of this timber amount to?—Not quite twenty trees; it might be more, I do not state that as the accurate amount of the quantity.

Then you mean to say, that in your judgment a tree in 65 years would yield 60 feet of timber square measure, in 75 years 90 feet of timber square measure?—About 88 feet, rather under 90.

In 85 years, about 130 feet of square measure?—Yes.

Sixty feet metings is fit for the purpose of building large ships, is not it?—Certainly.

The largest ships?—Certainly not.

How large; fit for large Indiamen?—Fit to build ships of 1,000 or 1,200 tons.

It comes under what is called in the trade, large timber?—No, it is good sized timber.

Where does large timber begin?—It depends on what you want it for.

What in the trade is denominated large timber?—Generally 60, 70, and 80 feet, you may call large trees, and upwards.

In the course of your practice in purchasing timber, did you ever find an acre of timber which you knew to have produced 2,125*l.* upon the wood being cut?—Certainly not.

You never did?—I never did.

Did you ever know of 48 trees of 40 feet metings, which were sold off one acre at any time for 455*l.*?—Yes; I have known timber of a larger size than that sold off one acre, in the same number of trees.

Did you ever know 60 trees of 88 feet round measure, cut from one acre?—I have never known it.

What is the utmost number of that size you have ever known from one acre?—I am not able to say, because I never made the calculation.

Can you say you have ever known half that number of trees of that size, cut from one acre?—I think I have known more than half that number cut upon very little more than an acre of land.

Where?—In the neighbourhood of Battle.

Whose property?—A sufficient number of feet, I think, to come up to that number of trees.

Have you ever known 30 trees yielding upon an average 130 feet square measure, cut from an acre of ground?—I have known upwards of 40 trees, of 60 feet metings round measure, which would be 90 square, cut upon an acre.

That is no answer to the question asked you; you were asked as to trees of 88 feet round measure, which is 130 square; have you ever known 30 trees of that sort cut from an acre?—No, I have not.

Have you ever known 20 of that sort from an acre.—I have never known them cut from one acre; but I have known more than that number that would not have occupied an acre cut. I think I can say, that there are 40 trees in one wood, which would not occupy an acre if they were standing nearer.

Do you know any instance of 30 trees of that size, now standing together upon any thing like an acre of land?—Not upon one acre; but I know 30 trees, standing on one estate, that would not occupy that quantity of land; and if they had been trained up one after the other, they would not occupy any thing like that in woods.

Do you form your opinion merely on the space the trees would take up, without any reference to the power of such a spot of ground, to nourish so many large trees together?—I calculate 20 feet each way for every tree.

Then you do merely make up your mind upon the space which you suppose each tree to occupy, without any reference to the power of the ground to supply nourishment to such a number of trees in one spot?—I have no hesitation in thinking the ground would afford sufficient nourishment.

But you have never seen an instance where it has done so?—I have not.

Therefore your opinion must be a mere general conjecture?—Certainly; I stated that before.

Veneris, 6° die Maij, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *Abraham Driver*, Called in; and Examined by Mr. HARRISON.

Mr. Abraham Driver.

HOW long have you been a valuer of timber and surveyor of estates?—All my lifetime.

You are in partnership, I believe, with your brother?—Yes, I am.

And were brought up to the business of surveying estates and valuing timber?—I was.

Of course you have had extensive opportunities of knowing where timber is to be found, and of what description?—Yes.

What counties are you particularly acquainted with?—Kent, Surrey, Hertfordshire, and almost every county; Hampshire and Sussex, and many other counties; Yorkshire, and other counties.

The counties you have enumerated, you are particularly acquainted with?—I am.

Are you well acquainted with other parts of the North besides Yorkshire?—Nottinghamshire.

Do you know Staffordshire?—Some parts of Staffordshire and Lincolnshire, I have been in a good deal.

You are obliged now, I believe, in every valuation of land, to value the timber specifically?—Always.

And you do that yourself?—I do not do all myself, I used to do most part of it myself, but of late my partner has done it.

But of course if you are surveying an estate, it gives you as good means of knowing what the timber is, as if you actually valued it?—I mark the timber myself, but I do not go through the operation of cutting it.

You mark that which is for sale?—Yes I do; but after having sold it, I do not measure it myself generally.

Has the practice been adopted within twenty years past, of marking the timber that has acquired its proper growth, so as to be fit for large ships, and purposes of that sort, instead of entirely cutting away?—It is not the practice to cut away entirely; persons thin and take that timber only which is fit to cut.

The practice therefore instead of cutting down woods entirely, has been to take what was fit for market?—Yes; and occasionally by thinning the others when they required it.

The thinning the others, I suppose, is for the improvement of the remainder?—Yes, it is.

Has the practice you have now been stating, very much improved the woods of late years, or not?—Very much indeed; I think more attention has been paid to the woods in the last ten or twenty years, than previously, on account of the high price of timber and bark.

Has this practice of thinning tended also to make the growth more rapid of the remainder?—Yes, certainly.

From the knowledge you have acquired, and the experience you possess, can you state to the Committee, whether there is or is not, any scarcity of timber of a description fit for building large ships, and purposes of that sort?—I do not think there is any scarcity at all.

Do you think that the quantity now fit to cut, and the quantity that is in a progressive state of improvement, from the care taken of it within these last few years, will afford a sufficient supply for the future?—Yes, I think it will.

Then am I to understand you, that you have no apprehension of any scarcity taking place in it?—Of late years there has been so much care taken of the growth of timber, that it certainly is improved very much; and from the quantity which is now planting by Government, I think there is no chance of a scarcity.

Is there any want at present of timber of the largest size; I speak of timber that would cut to 60 feet metings, and above?—There is not so much large timber used for the navy as formerly; they use smaller timber now than formerly; so that I think, there is no scarcity of timber fit for the navy.

Mr. Abraham Driver.

Is there any quantity of timber of a proper size for cutting, in the counties you have enumerated, of Kent, Surrey, Hampshire, and so on?—Yes, a great deal.

Is there timber of the same description in Lincolnshire and Yorkshire, and other counties?—Not so much; in Lincolnshire there is not so much, but there is in Yorkshire; Lincolnshire is not a timber county.

You have alluded to the planting for the use of the navy; and I have asked you whether you apprehend any scarcity in future. I wish to draw your attention to the interval between the period when timber now planting will come to perfection, and the present period; and to ask whether there is timber in a progressive state of growth, up from one to forty years, to come forward and fill up that interval?—Yes, I think there is.

Have you ever formed any estimate or judgment at all upon the subject of the period at which timber arrives at a proper state for cutting, if it is kept properly thinned, and in good soil, and under favourable circumstances?—It will begin from 50 years to 100; some timber at 50 years old is fit to cut, but not a great proportion.

Committee.]—Do you mean timber of not less than 60 feet metings?—No; I do not mean to say that, because a 60 feet meting is a very large tree.

Mr. Harrison.]—I am not talking of a 60 feet tree, because 40 feet trees come into 60 feet metings; but I am speaking of timber of 60 feet metings, taking 50, 60, 70, and 80 feet, and so on, to measure 60 feet metings square measure?—Sixty-feet metings is a very large meting, and you must have some much larger trees to make it than sixty feet.

What description of tree will be produced in about fifty years?—Sometimes about 30 or 40 feet, which would be fit to cut down, and be applied to the purposes of the navy.

Has the care which has been taken of timber lately, by thinning it, and the attention paid to it, promoted the growth of it?—I think there has been more care taken of the young timber, and old trees have been taken down to make room for the remainder.

Have you ever paid any attention to the growth of timber, so as to state whether it grows more rapidly after 30 years, than it does at any previous period, except in the more early years?—It grows very quick at 30 years; but when it gets 40 or 50 years, I do not think it grows so quick.

Should you have any difficulty in saying, you could mark out, supposing you looked to your papers and books, so as to ascertain particular parts, where you know that timber is, to point out the places where a great number of large ships would be to be had for a number of years to come?—I could mark out the places if I was allowed.

I am not speaking now of ornamental timber in gentlemens' parks, but timber growing on land that will be probably cut when it is worth cutting?—I am not speaking of ornamental timber.

I am speaking now of sale timber?—Yes.

For how many years?—I have no doubt, in my own mind, there is timber enough to supply the navy.

Will there be timber enough, in the course of forty or fifty years, come up to supply what would be cut down in that interval?—I think so, indeed.

Am I to understand you to say, there is a sufficient quantity fit to cut, and progressively coming into a state to cut, so as to insure no scarcity whatever taking place at any time?—I should think so.

Committee.]—You mean large timber of course?—Large timber, but a great deal of small timber is fit to come down, and fit for the navy.

Mr. Harrison.]—Do you know the Forest of Dean?—Yes.

In what state is the Forest of Dean, as to timber?—There is a great deal of very fine timber there; there is a deal of plank timber there.

That is one of the royal forests?—Yes.

Of what description of timber is the Forest of Dean, with reference to size?—A very good size; large.

What do you mean by large?—60, 70, 80, 90, and 100 feet.

Committee.]—There is timber now?—Yes.

Mr. Harrison.]

Mr. Abraham Driver.

Mr. Harrison.]—That is timber fit for all descriptions of purposes of the navy; timber that would come to high metings?—Yes.

Have you had any such opportunities of examining the timber in the Forest of Dean within these last few years, as to speak with confidence?—I have not examined it particularly; we had a valuation of the old timber in the Forest of Dean a few years ago; I have not seen it for the last three or four years.

Can you state the result of that valuation?—No, I cannot, it was very large.

Committee.]—Can you bring it on a future day?—Yes, I can bring it.

Mr. Harrison.]—How long ago was that valuation made?—I think about six or seven years ago.

Was it made for the Commissioners of Woods?—It was made for them.

Within seven years, or some period of that sort. You have not seen the Forest?—I have been over it, but not to examine it particularly.

Did you, yourself, take an active part in that valuation?—No, I did not, my brother and my other partners did.

By whom was that valuation delivered in?—By ourselves.

I understand you to say, that valuation will shew the description of timber, as well as the aggregate quantity?—Yes, it will.

Have you ever had the means of ascertaining what quantity of timber is produced upon an acre of land, properly thinned and taken care of?—I have made some calculations upon that.

Those calculations of course you have made from your general knowledge and observation upon the subject of timber?—Yes.

What is the result of that calculation that you have made?—I think from my best recollection, it was about half a load to an acre annually.

Your estimate is, that upon an average an acre improves annually at the rate of half a load?—About half a load, or 30 feet; but it depends a good deal on the goodness of the soil; I take it on a good soil.

Is that an average growth on what you would call a good soil, or would not a superior soil produce more?—Upon what we call fair timber soil.

Committee.]—Do you mean half a load round measure?—Round measure.

Mr. Harrison.]—You always measure round for your purposes?—Yes.

Committee.]—All your answers relate to round measure?—Yes.

Mr. Harrison.]—From your general experience, and the observations you have made as to the improvement lately, and the care of trees, what in your judgment would be the effect of taking away the market for large trees, for ships of considerable size?—I think it would reduce the price of timber very much, and increase the price of bark; it would increase the price of bark, because there would be such a quantity taken away; if the timber is not cut, of course there is no bark.

Would the trees be cut earlier if bark was to increase in price, and when there was no market for them, after they had grown beyond forty or fifty years, than they are now?—I think they would.

Then, in your judgment, that would decrease the supply of timber of the largest size, instead of increasing it?—Yes, I think it would; there would be very little demand for it, certainly.

If the market for the large timber was taken away, would there not be a temptation to cut it down at an earlier stage?—Yes, I think there would; there certainly would, because persons would not grow timber to a large size, as they do now.

[*Cross Examined by Mr. Spankie.*]

You have had a great deal of experience in surveying woods and forests?—Yes, I have.

Can you state, from your own observation, whether the quantity of timber of from 40 to 50 years growth now standing, is equal to the quantity of timber of that age, which has been cut down within the last ten years; will timber of that age come into use during the next ten years, in the same proportion as the same description of timber has been cut in the last ten years?—I think in the last ten years there has been an extraordinary fall of timber, and I am not sure that it will.

Mr. Abraham Driver.

Do you think the high price of timber for the last ten years has induced proprietors of timber to cut down their timber earlier than they otherwise would have done?—I cannot judge, but I think in some instances it has.

The price of bark has been very high for the last ten years?—Yes, it has.

And the price of timber also high?—And the price of timber also.

Do not you think those two circumstances concurring, will induce a proprietor from the temptation of price, to cut down timber before it was fit for large purposes?—I think in some cases it might; but those gentlemen who have large estates of timber, would not do it in general.

You say, that in your opinion, most gentlemen would not; then do you think, that it would be worth while for a proprietor of timber, not to sell his timber at perhaps 30 or 40 years, but wait to sell it at some future period?—I think no man of sense would cut down a tree that is growing and improving; when it has done growing, he ought to cut it down; but no man would cut it down when growing, unless he wanted money.

Do you think, that considering the price which has lately obtained, it would be advantageous for a proprietor of timber to let that timber stand; for instance, from 30 or 40 to 60 or 80 years?—If it was a good growing tree it would.

Take the average of a good ordinary growing tree?—A good growing tree I should certainly let stand.

Then you mean to say, that a proprietor would be indemnified by the higher price that the tree would fetch afterwards to let it stand, the difference of from 40 to 70 years?—It would depend so much upon the tree itself; if a man wants money, he will cut it down; if he does not want money, he will then let it stand.

Suppose a man not to want money?—I think the large timber does not pay so well as small.

Then how can you account for a gentleman chusing to keep his timber for twenty or thirty years longer, when he might sell it at an earlier period?—Because a gentleman likes to see good timber on his estate, and look at it; I think it does not pay so well as small timber.

You have excluded from your consideration ornamental timber?—I have.

From your view of the counties with which you are acquainted, can you say, that there is as much large timber now standing in those counties, as was standing ten years ago of the same description of timber?—I think not of the very large trees.

Do you say you think not of the very large trees?—I think it is pretty much the same; the very large timber has been cut down, and the timber that is now growing to large timber, is much better than it was 20 years ago, in consequence of the large old timber being taken away.

You mean that the effect of the great fall has been advantageous in this way, that it has cleared the forest, and made room for the others to grow?—It certainly has improved it in quality.

Is not that a proof that a great fall has taken place?—There is no doubt of a great fall having taken place.

There has been a great improvement in the care and management of timber?—Very much indeed.

Corresponding with agricultural improvements in general, perhaps?—Yes.

In your opinion, is the timber which has been saved and planted in consequence of this increased care, a species of timber likely to come into use for shipbuilding of a large size, within the next forty years?—No, not a great proportion of it; a small quantity of it may be.

So that the benefit of this care will not be reaped under half a century perhaps?—Not from the trees that are planted; the planting began ten or fifteen years ago.

You have stated, that in the navy, a kind of timber smaller than was formerly used, has been generally used of late years?—I do not mean to say generally; there has been a great deal used lately; the very large timber is not required now, which used to be for the navy.

You state, that smaller timber has been used in the navy than was used formerly?—Yes, I do.

Do you ascribe that to the difficulty of getting large timber, or to the choice of the navy builders for that timber?—I cannot answer that; I cannot exactly speak to their motives for that; it may be from the younger timber being rather better.

You know there has been a great consumption of the small kind of timber in the navy?—Yes, I do; I have sold a great deal of it.

Seeing

Mr. Abraham Driver.

Seeing there has been this consumption of small timber, must not the effect of that consumption tend to have reduced, in an unusual proportion, the smaller species of timber that would be coming large, perhaps 30 or 40 years hence?—It certainly must, but then the other timber is coming up in its place.

But in proportion as timber of 30 or 40 years, or a lower description, has been consumed, what can there be to replace that timber that would have been large in 30 or 40 years?—The next size; there is a constant crop of timber from the woods, and if you take one away another follows; and if the one stands the other cannot come up; the woods are now thinned as much as they can be; there is a constant succession of timber.

Has not this extraordinary consumption tended rather to destroy the gradation, by consuming too much?—No, I do not think so; by taking down these large trees there is a much greater crop coming forward than by letting them stand.

Do you mean to say, that thinning in the manner you have stated, would bring a tree of 30, or somewhat under, to be on a level with a tree of 50?—I do not say the tree of 30 will overtake the one of 50; there is a much better supply of timber in woods than there was formerly; for we are more careful in thinning the woods than formerly, and in taking care of the others that are left to grow.

Although 50 or 60 years hence that care may produce a superior quantity of timber, what is there to replace the very great consumption that has taken place within the last ten years, in your opinion?—I cannot say there will be the same quantity of timber ten years hence that there was ten years ago; but the constant supply of timber will be much better than it was ten years ago.

Then you mean to say, that the succession of timber for a distant future will be better?—Yes, I do.

You stated, you thought there was no scarcity; do you mean to say (scarcity being a relative word) that, taking all the circumstances into consideration, there was a sufficient supply of large timber for the demand for large timber, during the last ten years?—Certainly, I have never heard it was wanted; I have always found I have got it.

Was not that got at a very increased price?—Oh, certainly; but the same as all other things, the price increased on all articles; bark has increased in the same proportion, and land the same; a man cannot afford to grow his timber at the same price he did ten years ago.

For what reason do you say that a proprietor of timber could not grow his timber at the same price now that he did formerly?—Because the land is worth so much more an acre, expenses of hedging and fencing, and every thing, all labour.

Do you mean to say that the mere growing of timber is attended with expense to the proprietor?—Of course it is, on account of the value of land; the land is of more value, and the labour is more expensive.

Can you state what was the money price to the proprietor 20 years ago?—Not half the present price; I cannot exactly recollect for 20 years; I should think not much more than a third, not near half, I think; 25 years ago I sold timber for 5*l.* a load, and now it is between 14 and 15 *l.*

Do you mean to say that this increase in price to the proprietor has been in the same proportion with other produce of the land?—I think nearly; I do not know that it is the same, but nearly.

Do you think it is greater or smaller?—I think it is greater; but land has doubled within the last 20 years, and I am speaking of the last five and twenty.

Do you consider that the growing of timber involves in it the same quantity of labour and other expenses, in proportion, as the growing of wheat does from year to year; can a sudden advance in the price of wages affect growing timber so much as it does the price of wheat?—It does not affect it in the same way when the timber is growing; but when it is felling there is a great deal more labour in felling the trees, in stripping off the bark, and making up faggots, which increases the value.

I want you to distinguish the expenses that belong to the timber in the hands of the proprietor, at the moment it is ready to sell, and before it is sold by him; do you think the expenses to the proprietor, of rendering his timber fit to be sold, have increased with the expenses of ordinary agricultural produce?—Yes, I think they have; all the labour upon it has increased in the same proportion; there is no great deal of labour on a tree while it is standing; there is some; if you take a single tree standing in a park there is no expense attending it, but if you have woods there is an increased expense in preserving those woods, in the same proportion as other estates.

Mr. Abraham Driver.

What do you think is the general annual expense of preserving an acre of oak timber?—I do not know, I am sure; there is no great expense attending it in a large wood together, it would be a great expense in an acre; but take a thousand acres together, there is no great expense per acre; it is merely the fencing, and of a man to look after the woods; you must have a man constantly in the woods to observe them.

Do you think you could make a rough guess of what the expense would be of 300 acres?—I should think four or five shillings an acre; because you must have a man, and his labour would come to that nearly; but a man at the same time would look after more, and the fencing is more in proportion for 300 acres than for 500.

You have stated, that you thought, if the demand for large timber were considerably decreased, the proprietor would be induced to cut his timber for the sake of the high price of bark?—I think he would not grow his timber so much, he would rather decrease it; he would rather discourage the growth of timber.

At what age is it most beneficial to cut it for the sake of bark, independent of other considerations?—Some years people give more for young bark than old bark, and other years they will not; but we do not make any difference.

You stated, that you yourself had not surveyed the Forest of Dean for some time past?—No.

And those surveys given in to the Commissioners of Woods and Forests, were chiefly made by your brother and others?—Yes.

Then you do not speak of the state of the Forest of Dean six or seven years ago, from your own personal knowledge?—Not in that respect, because I did not survey it; but I have been over it, and seen it, though not to take a particular survey of it.

When you state, there is a great deal of timber in that forest, do you mean timber now actually fit for use, or timber that is likely to come forward for use?—There is a great deal fit for use, and a great deal not.

You stated there was a great deal fit for plank timber?—Straight growing timber.

Planks may be made from small timber?—Yes, they may.

Thirty or forty feet metings will do for plank?—Yes.

I understand you to say, that a great proportion of the timber in that forest was of a species fit for plank?—I think a great proportion of it is fit for plank, being a deep soil, it grows straight.

Is there a large proportion of the timber in the Forest of Dean that would be 80 feet metings, or any considerable proportion?—I think there was some quantity at the time they cut it; but you will see better by the account in the office.

You stated that timber would improve in round measure, about half a load a year?—Upon the average; I made a calculation sometime ago upon some timber; and I rather concluded, that it seemed to yield about half a load an acre.

Committee.]—It is only from one instance you give that?—I have often made calculations, and I think that is about the nearest.

Mr. Spankie.]—That is, it improves, in money, the price to the value of that?—Yes.

Seven or eight pounds?—The value of the half load.

What do you reckon the load at; fourteen or fifteen pounds?—Perhaps from ten to twelve pounds, upon average timber.

Then the advantage to the proprietor, of letting his timber stand, is the value of this half load per acre?—Yes; but that is after all expenses; it will produce that after all expenses; an acre of land will produce about half a load a year.

Do you mean, that the advantage to the proprietor is not a clear half load?—No; certainly not.

Then the proprietor's advantage, in letting his timber stand, is the value of half a load, deducting out of the price of that half load all expenses?—Yes; what I mean is, that upon a hundred acres you should be able to cut down about 50 load a year.

Committee.]—What would the expense of that amount to?—The produce of an acre of land annually, I conceive will be half a load.

Do not you mean, that if there was a hundred acres of good land, that the proprietor might cut for every year, half a load an acre?—Yes, but he cannot begin with that.

[*Re-examined*

[*Re-examined by Mr. Harrison.*]

Mr. Abraham Driver.

When you spoke of the expense to be deducted, you meant that which the proprietor should receive for the annual value of his land, as well as the actual expenses that were incurred in the fencing it, and taking care of it?—Yes, and the interest of his money.

The interest of the money he has laid out originally in planting?—Yes.

And may not the proprietor of the land planted with wood, begin to derive a benefit from it by thinning for different purposes; in some counties for poles, in others for faggots, in others letting it stay longer for posts and rails; taking therefore different periods of cutting, from seven to five-and-twenty years, before he begins to derive any benefit from his woodland by an average fall of timber?—Yes, he certainly may.

What advantages may the owner of land, planting timber upon it derive, in the way of cutting and thinning, and otherwise, before it arrives at a state at which he could begin average falls of timber upon it?—That will depend on how it is planted; if a man plants nothing but oak upon it there will be very little produce from it; but if he plants it with ash, sallow, or chesnut, he may then make falls in ten years; in some countries they begin in seven years, in some parts of Kent; but it is generally ten years.

Can you give any general opinion to the Committee, as to the value of cuttings of that sort, as compared with what should be the annual rent of the land?—No, not without a good deal of calculation; I think it would entirely depend upon the mode in which it is planted.

Does that depend not merely on the mode in which it is planted, by which mode you mean the description of timber that is planted?—If you plant nothing but oak, there will be no profit for a considerable number of years; but if you plant oak with other wood, then the profit will begin.

Will that profit depend in some measure upon the nature of the timber mixed with oak in the planting, and the country in which it is planted?—Yes.

You cannot, without calculation, give me an idea of what would be the value of that?—No, there is so much difference in the mode of planting.

Speaking generally, and without going into any accurate calculation, can you say whether that description of cutting upon woods that have been planted, of a mixed description, with a view to intermediate cutting, does produce or not a considerable profit to the proprietor?—It does, certainly.

Can you say, whether it comes something near the value of the rent of the land?—I think at the first part of the planting it will not.

Then will it increase in value?—It cannot possibly produce a great deal if it is all planted with oak timber entirely, as the half load will be a sufficient compensation for the value of the land; that would be a very great profit certainly.

The question asked was, what profit would be derived from the land, in the period between the land being first planted and its arrival at a state to afford the half load?—I think very little, if it is planted with oak entirely; if it is planted with underwood, then you will not get half a load an acre.

Committee.]—Do you mean to say it will not produce so many oak trees?—No, not if you have a crop; but you cannot have top and bottom too.

Mr. Harrison.]—Suppose the trees are ultimately to be left at intervals of from 15 to 20 feet, or some distances of that sort; is there not a period of 20 or 30 years when first planted, within which you may get the advantage of cutting the mixed wood that has been planted with it as underwood, without interfering with the ultimate state of the oak?—You may get something, but not a great deal; if it is a crop of timber, you cannot get much underwood, certainly.

If you look to the underwood, you will not have so much timber?—No.

I have been asking you now about planted woods; are there in the counties you are acquainted with, Kent, Sussex, Essex and others, considerable natural growths of woods?—Yes, very much; they are chiefly natural woods in those counties.

Then in the instances of their being natural woods, the calculation of intermediate waiting for money, of course does not arise?—No.

You say chiefly natural woods; do they form a very large proportion of that which you look to for supply?—A very large proportion, because the young planted woods are not fit to cut at all.

Mr. Abraham Driver.

You have stated in your cross examination, that the navy have been in the habit of taking, within these last ten or fifteen years, smaller timber than the timber they formerly required for shipbuilding, and that you have yourself sold timber for the navy purposes to the navy?—Yes; I have not sold to the navy.

At the time that such demand has been made of you for timber, which you knew was to supply the navy (though you did not immediately sell it to the Navy Board) and that you supplied timber of a smaller description than was formerly used by the navy, could you then have furnished larger timber if it had been required and wanted?—There was large timber at the same time in the same place.

What I mean is this; did you supply the quantity that you gave to the person who bought of you of smaller timber, because you could not give him large, or because it was the description of timber he required and wanted to buy?—It was because the timber wanted to be cut.

When you say wanted to be cut, what do you mean?—It was not improving.

Was it timber, that by the indication it gives from the mode in which the head grows, you saw would not improve?—Yes; if I sell a load of timber, I mark the trees in the wood that ought to come down; those that are not improving.

I want to know, whether at the time that the persons who supplied the Navy Board, bought of you timber that was of a smaller description than formerly was used by the navy, there was any such scarcity of larger timber as to make it necessary that they should use that?—No, I think not.

Are you able, from your experience and judgment in looking at timber, to ascertain whether a tree that has not stood the period at which trees ordinarily arrive at their proper growth, will not improve?—Certainly.

Then those trees, if you are marking a wood, you cut down, though they have not arrived at their full growth?—Yes, of course; and then I sell the whole lot to one man.

You state, that in the Forest of Dean there is a good deal of plank timber, and you mentioned also, that it is a deep soil?—Some parts are a deep soil, and other parts are stoney; but it is a kind of rock in which the oak grows very well, and runs down very deep.

Does that description of soil afford a more rapid, and regular, and straight growth of the timber?—Yes, I think it does.

Does it, in consequence of that, become fit for plank at an earlier age than it would in other countries, and different soils?—Yes, I think it does; in some countries timber will never be fit for plank.

Then, where the growth is of that description, does it hold out any temptation to cut it at an earlier period than you would cut it in places where its value would entirely depend on its size for the timbers of a ship, I mean when it has become fit for good sized planks, instead of letting it wait till it is become large sized timber?—I would not cut it myself.

You have been asked about falls within the last ten or fifteen years; in the falls that have taken place within the last twenty years, has there been any proportion of large timber that had, from bad management, been permitted by the proprietors to stand much beyond the time when it was in a state to cut?—I think there has some.

You have stated, that the quantity cut within the last ten years has been very considerable?—I think it has.

Am I to understand, that notwithstanding the actual reduction in quantity, by the cutting within the last ten years being considerable, that there has been no destruction of the sources of supply, that there is still a sufficient quantity to supply the demand?—It is my opinion that there is, certainly.

[*Examined by the Committee.*]

How long have you been acquainted with the woodlands of the counties to which you have been alluding?—There are many counties I can recollect as long as I can recollect any thing.

How long is that?—Forty or fifty years.

Do you recollect being consulted in the year 1792, upon the state of the forests in the counties to which you have alluded?—My brother was; my brother made a report upon it, and we were consulted on it together.

And that report was made from your joint observation?—Yes.

Did

Mr. Abraham Driver.

Did you find at that time in the counties to which you allude, the large timber in general decreased?—I think the large timber has been decreasing for these twenty years.

Did you find it at that time decreased?—I think we did.

And since that period it has been decreasing?—I think it has.

Did you find the timber growing in woods decreased at that time?—I think at that time timber was not so much attended to as it has been since; I think at that time it was decreasing.

Have you found it decreased in the hedgerows?—Certainly.

And you think, since that time, both in the woods and hedgerows, it has been decreasing, the very large timber?—I think the very large timber has been decreasing for many years past, both in woods and hedges.

And that as applicable to all the counties of which you have spoken?—Yes, I think so, almost every county; I do not know whether it has in Yorkshire, perhaps in Yorkshire it has not; I did not know much of Yorkshire at that time.

You have stated that they have been in the habit of using smaller timber in the navy than they did formerly?—Yes.

When did that practice commence?—I am sure I do not know; but for these some years past I have observed in the falls, they have taken much smaller timber than they did before; I do not exactly know when.

Do you think it has arisen since the year 1792?—Yes; I think it has.

Was not there in 1792 a general impression among all people concerned in woods, that there was a scarcity of large timber?—I do not know whether it was in 1792; there was such an opinion some years ago.

Was not it in consequence of that supposed scarcity that this practice of using small timber obtained in the navy?—I do not know, I am sure; I am not acquainted with shipbuilding.

Is not the effect of the using this small timber, which you state to be used now in the navy, to take away the next sized timber that ought to supply the large timber in succession?—No, I do not think it is; because the second sized timber is now growing as much as the large; where I have been concerned, I never mark a tree unless I consider it is not improving, and then whether it is a small or large one I mark it.

Then you do not think the effect of this has been to diminish that which ought to succeed to the large timber?—No, I do not; not where I have been concerned.

You have said that fifty or one hundred years are sufficient for trees to grow from thirty to forty feet metings?—I have not said so, but I think they are.

Then what do you say?—I think they will from fifty to one hundred years be from thirty to forty feet metings, certainly.

Do you mean that the trees from fifty to one hundred years growth are of thirty and forty feet metings?—I do not mean to say that all are, but there are some that would be thirty or forty feet in that time.

The Committee wish to know what time it requires to bring them to sixty, seventy, eighty, a hundred, and a hundred and twenty, or so, which is the large timber for the navy?—I think a tree of one hundred years old may be a large tree, but I do not mean to say every tree will.

What is the average growth; at what period do you conceive they arrive at that growth, one tree with another?—I do not know how to answer that question, because some trees will never be one hundred feet. I think a tree of seventy or eighty feet metings will come to that size in one hundred years; but you will not have many trees that will do that in that time.

Then the general average of trees will not come to that size in that time?—I hardly know how to make an average.

What period do you think it requires for trees to grow, so as to give you sixty feet metings?—I can hardly tell; because I have very often counted the age of trees when I have cut them down, and found a very large tree, perhaps of seventy or eighty feet metings, that was not above one hundred years, and from that to one hundred and fifty, and some not above eighty years old. I hardly know how to give the average of it; I have found them from sixty to 100 feet metings.

Mr. Abraham Driver.

What number of years, generally speaking, would you say it required to bring trees to sixty feet metings?—Perhaps from eighty to one hundred; but I find it so different, I can hardly give the average.

You know, in sixty feet metings, there is wood of much less size included, as well as wood of greater size?—Yes.

Do you mean the wood of the least size that enters into those metings?—No, certainly not; I do not mean to say, that all the trees shall average, either at sixty or eighty.

You do not mean to say, all the trees will measure sixty feet?—No.

Then you think sixty feet metings require from eighty to one hundred years?—Yes; I think, generally speaking, it will, and some a great deal more, I am sure.

Do you apply that to a favourable soil?—In a favourable soil.

When you speak of favourable soil, it is a soil that is fit for other cultivation, it is presumed?—Not exactly; when I speak of favourable soil, I mean soil fit for the growth of oak.

What sort of soil do you mean by favourable soil for the growth of oak?—Rather a clayey soil.

Do not you mean the same species of soil which would produce wheat, if applied to that purpose?—Yes, it would in general; I think not always.

And, generally speaking, what annual value should you attach per acre to such soil, if it could be applied to cultivation of wheat?—I think from ten shillings to twenty shillings, or perhaps five-and-twenty; the best wood soil is not the best wheat soil.

You have been very conversant with woodlands, and generally with the growth of timber, observing for forty years both the growth of wood, and wood which has been planted?—I have.

You have stated, you think the produce of an acre is about half a load annually; have you been in the habit of estimating the value and the produce of acres, as acres, in the best woods you have seen?—Yes, I have often valued whole woods together.

Will you state to us the greatest value of any acre of wood that has come under your observation, taking the wood at any size?—That I cannot recollect, I am sure.

Do you think it has ever amounted to 2,000*l.* the actual value of any acre you ever saw, as it stood?—No, I should think not; but very large trees upon an acre will turn up very high; but I never met with an acre of land at that price.

You never met with an acre of land in your practice, that you could have valued at that amount?—I think not.

Have you ever met with a hundred acres that you could have valued at 200,000*l.*?—No, never.

Did you ever meet with any woods which had stood 85 years, the value of which at that time would for those 85 years have averaged 25*l.* an acre, per annum?—Never.

Or any thing like it?—No.

Have you any idea that such a thing is possible?—No.

You have stated, that you think there would be a constant succession of large timber for the supply of the navy; could that be kept up by the natural woods, or must it be kept up by planting?—I should rather think by planting; I think it would not without planting.

You have stated, that there has been a great diminution of the large timber, during the last 20 years, or for a considerable time; has more been cut in the last 20 years, than you conceive is necessary for the general consumption of the country annually?—In the time of peace I think we shall not want so much.

Then you calculate upon a period of peace, when you suppose that the succession can be kept up?—No; I think the quantity cut down within the last 20 years, was perhaps more than from 30 or 40 years before; I should think so.

The effect of a diminution of timber which you have stated, is that the succession has not filled up that which has been cut; is not it?—I do not know that exactly; I think in the last 20 years there have been an immense number of very large trees cut down.

If the succession had filled up that immense quantity which had been cut down, how could there be that diminution?—The very large timber that has been cut down, there certainly has not been a succession of the same kind of trees; there were a great many of those trees cut down within the last 20 years that had stood a great many years beyond their time.

Where have been the principal plantations that have been made?—I think there are none so large as the Crown has made.

Do

Mr. Abraham Driver.

Do you know of any other very great oak plantations that have been made?—I have not been concerned in many others.

Is not it the general practice of planting, now chiefly to plant trees of a much quicker growth?—It is general for private people in planting small quantities, to plant underwood as well as oak.

At what time do you expect this timber which has been planted, to come into use for naval purposes?—I should think not much before 50 years.

Large timber?—It will not be large timber in 50 years; in 50 years some might be cut down that would supply the navy with small plank; but not large timber in less than 60, 70, or 100 years.

Notwithstanding the diminution of the large timber which you have stated, do you still think that there is a sufficient quantity of that large timber to be found, which will meet all the demands till that timber so planted has come to its growth?—I think the timber is so much encouraged, the younger timber, that it will.

You state the younger timber to be so much encouraged; how does the encouragement of the younger timber produce that effect?—I mean timber of 20, 30, or 40 years old, and the constant succession of tillers, which are young oaks 20 feet high, and about three or four inches quarter girth, they are commonly called saplings; when the underwoods are cut, they are perhaps 15 or 20 years old, and they are left, by which there is a constant succession of oaks to follow.

In woods which are cut periodically, they leave a certain quantity every time they cut?—Every time, that is what I mean by preserving those woods in the last twenty years.

What are about the intervals at which they cut?—They cut, perhaps, from 7 or 8 to 20 years, very few under 15 or 20.

Do not they usually, upon the next cutting, cut those trees which had been left in the preceding year?—No, they do not; in some parts of the country it is customary to cut them; but it is almost exploded now; I never cut them myself; I believe others do not.

Was not it thought necessary for the improvement of the underwood?—No, it is for the profit of the tenant; I believe it is never taken by the landlord, and therefore the landlords have now got rid of it intirely; it was a very bad practice, certainly; it was the destruction of timber.

The price of wood has been increasing for a considerable time past?—Yes, it has.

Since what period has the increase been most rapid?—I should think within the last ten years; but without referring to my books I can hardly tell when it began; but it has been increasing for many years, perhaps ten years.

Do you know what the increase price has been from 1810; for instance, in round measure?—I should think, perhaps, from 8*l.* to 14*l.*; it is hardly so high now as 14*l.*, it has been sold at that within a year or two past.

Between the year 1801 and the year 1805, do you know what the increase was in square measure?—No, mine is all round measure.

Was there any material rise in the year 1805 in the price of timber?—There was one year in which it was very high indeed; I think about that time it was very high indeed; but I think it was rather later than that.

What was that owing to?—It was owing to all causes; the timber from abroad was so very dear, bark was dear, and a very great demand for it.

Then does not the price of timber depend very materially upon the demand?—Yes, I think it does.

Timber is not cut, as a matter of common traffic; but it arises from a variety of circumstances, distress of families, and other accidents, and not generally brought to market as a matter of traffic?—A great deal of it is; a great deal of it is brought to market from other circumstances, probably; men who have wood estates, cut them down regularly every year, and take all the timber cut at that fall that is not improving.

As far as your observation has gone, can you state any proportion between that that has been brought to market as a regular matter of traffic, or that which has been brought to market from accidental circumstances of canals and otherwise?—I cannot answer that question.

You have stated the cause of the prices; in some respects it should appear from those causes, that the price is a price fixed by the seller; does not it depend upon the

Mr. Abraham D. Iver.

demand?—Where the offal of the timber is dear the owner of it gets a higher price.

Then, from your reasoning, the timber would not be a bit cheaper if the great ships were not built in this country?—Yes, I think it would, it adds an additional price to the timber where the offal sells high.

Taking the falls you have known, are you able to say what is the value of the large timber in proportion to the value of the whole, generally speaking?—I think, in some cases, the large timber is the far greasest proportion; in others it is not.

Can you give us any average?—No, I cannot, because in an entailed estate, where they have not been able to fell, there is a very large proportion of old timber in the wood, the estates belonging to gentlemen; I think the largest proportion is the middle timber.

Then as compared with the middle timber the large timber is a small object to gentlemen possessing those estates?—The middle size timber is 30, 40, or 50 feet; I do not call that large timber, where gentlemen have wooded estates that they cut regularly; they seldom let their wood remain so long.

Finding it more to their advantage to cut it when it is small?—Not small, but smaller.

Smaller than what you call large timber?—Yes; still it has done growing.

In the course of your business as a land surveyor and valuer of timber, have you found that canals have been made within the last ten years in distant parts of the country?—Yes, they certainly have.

Do you know that before the making of those canals there was oak timber in those parts fit for shipbuilding purposes, which could not be brought to the timber yards, because of the great addition which must be made to their prices from a long land carriage?—Yes, that certainly has been the case there is no question.

Has it fallen within your observation, since the making of those canals, that such timber, which before would not bear the costs of a long land carriage, has since been brought by the cheaper conveyance which those canals afforded to the shipbuilding yards?—Yes, certainly.

That you know of your own knowledge, and in the course of your business?—Yes, a very considerable quantity of timber has been brought by the canals, which could not have come without.

As you speak from your knowledge and practice in the way of your profession in those countries, have you observed whether since that timber found its way to the timber yards, the stock of large timber, fit for shipbuilding purposes, in those countries has been much diminished?—It cannot have shown itself, it has been so short a time.

But you say, timber fit for shipbuilding uses has been brought by those canals to market, which was out of reach before; now say, whether they have given access to the market to much of the large timber or not?—No, they have not.

Not to much?—Not that I know of, I do not find it.

Then when you say timber has been brought to market by them, which was out of reach before, you mean to say, only a small quantity?—I think not a great proportion of the whole consumption of timber.

Then what proportion do you think it bears to the stock of large timber in those countries, which are now rendered accessible?—That I cannot answer.

But you are understood to say, it bears so small a proportion to the stock in those countries, that you have not found the stock since that timber found its way here, much diminished?—It certainly is diminished, of course it must be, and what is left will not become large for some time; I cannot tell the proportion.

You have said, that timber, when come to a certain size, and standing in a soil that suits it and in a favourable situation, will improve in growth at the rate of half a load an acre per annum?—Yes.

What would be the value of that half load per acre at the present prices?—About 6*l.*

Round measure you mean to say?—Yes.

Would that 6*l.* go all into the pocket of the owner of the timber and land, or not?—No, certainly not; there is all the expenses to be deducted from it.

What do you mean by the expenses which are to be deducted to leave clear profit to the owner of the land and timber?—I cannot answer that question without calculation.

Mr. Abraham Driver.

It is not meant exactly how much at present, when that question is put, but of what nature the expenses were which were to be so deducted?—The rent of the land and the interest of money.

Are there any other expenses to be deducted, such as those of felling and clearing and carrying away to a certain distance?—No; I conceive, that trees to be cut down by the buyer, there will be no expense to cut them afterwards.

Then when you say, the value of large timber is now from 14 *l.* to 15 *l.* per load, you mean that the purchaser of it purchases at that price the power to clear whatever number of loads there may be from the owner of the timber and land, and that he is to do it all at his own expense?—Yes, I do.

Then the whole of the price of the timber will go to the owner of the land and timber, leaving to him to settle with himself about the expenses to be deducted on account of original costs of planting and rent, and charges of fencing and care?—Yes, certainly.

Supposing a wood to have been natural, the original cost of planting would be nothing?—No, certainly.

The whole expenses to be deducted from the gross value of the timber when felled, would be the charges of fencing and taking care, and looking after the wood, and the rent of the land, by the acre, by the year, and compound interest upon those monies?—Yes, certainly.

Then the land would turn out to the owner of it the value of half a load of large oak timber upon each acre by the year?—Not in natural woods, I think.

Can you say how much less you think it would be in natural woods?—One cannot get them at proper distances.

Then in planted woods you think it would produce that?—Yes.

And the value of half a load of timber would be about 6 *l.*?—Yes, that is the price of it now; but that is far beyond what it has been, the price was not above half the money 20 years ago.

You are a land surveyor as well as a valuer of timber?—Yes.

And you would know, what would be the value per acre per annum of that land, to be converted into pasture or tillage, upon which such timber would grow, as would give those advances of half a load per acre per annum, worth about 6 *l.* at the present prices?—Perhaps from 20 *s.* to 30 *s.*; if it is good pasture land, it would be worth more.

How much more if good pasture land?—It must be worth from 40 to 50 *s.*; but that will not happen often; there is not a great deal of good pasture land.

Do you mean to say, that there is not a great deal of the woodland to which your attention has been called, that would be likely, upon conversion, to turn out good pasture land?—Not a great proportion.

Then, speaking generally, taking in the smaller probability of its turning out to be good pasture, and the greater probability of its only turning out to be land fit for tillage, would that rent of 25 *s.* or something between 25 *s.* per annum, and 40 *s.* to 50 *s.* be as good an application of it for the benefit of its owner, as if it was continued in wood, producing this 6 *l.* or about 6 *l.* which you have spoken of per acre per annum?—There is a great deal more expense attending all cultivated land, than wood land; more taxes.

Taxes are higher?—Yes.

Of what taxes do you speak?—Poor rates; if it is a wood of timber, you pay no poor rates.

Nor tythe?—No, nor tythe; the natural woods that are felled pay poor rates, and woods mostly pay poor rates, because they have mostly underwood in them, which is chargeable to the parish; but they pay very little to the parish.

You are asked, as being conversant in the management of land, whether you do not know, and find it in your practice, that the poor rate is a rate laid and levied upon the occupier, and not upon the landlord?—Yes.

Therefore the poor rate was considered, when you described that sort of land on which timber would make an improvement at a certain age of half a load per acre, to be worth 25 *s.*, if good for tillage only, or if for pasture, perhaps from 40 *s.* to 50 *s.*?—It pays poor rates when it is turned into tillage; if it is kept entirely for the growth of timber, I do not think it is to pay the poor rate.

It is meant, that if the poor rate was paid by the occupier, he would still give 25 *s.* per acre for it for tillage, and 40 *s.* or 50 *s.* if it should happen to be very good for pasture?—Certainly.

Do you manage the estates for gentlemen?—Yes, I do.

Mr. Abraham Drixer.

Is it common for an occupier of lands to be allowed out of the rent, that which he has paid to the poors' rate, or not to bring it to account in paying his rent to his landlord?—He always pays the poor rate himself.

And it is not allowed out of his rent?—It may be in some instances, but I never knew it.

Then would you advise a person who employed you as his agent and adviser in the ordering of his estate, to convert land which would produce wood so beneficially as the Committee has lately been speaking of, into tillage or pasture, at those values for rent which you have spoken of?—No, I should not.

Why would you not advise your employer to make that conversion?—Because I think the timber would pay best.

Do you think it would pay much the best, or only a little the best?—In some cases it would pay better in tillage; in other cases it would pay well for timber, and would not pay at all for tillage.

Then you do think, that in most cases, supposing the values for rent such as you have spoken of, and the produce in timber such as you have spoken of, that if he did make that conversion, he would be a great loser?—In some cases he would.

At the present prices of timber, and at the present prices of land?—I think he would.

Those gentlemen owners generally cut their timber under the large size?—I do not exactly say that, but they cut the overgrown trees, they do not let them stand.

Trees that have come to their full growth?—Trees of any age, they keep a more constant succession of felling.

But of the trees so cut, but a small proportion will be what you call large timber?—But a small proportion.

You have spoken of converting woodland into arable; supposing a man has 200 acres, worth 30*s.* an acre, such as would grow oak, would you advise the owner of it to plant it?—No, I think I should not.

You think it would not be so profitable?—Certainly, it would be so long before he would be paid; land of 30*s.* an acre is not fit for planting, it is too good.

Suppose you take it 20*s.* an acre?—That is too good.

There would be a great expense in fencing and planting it?—Yes, there would.

And in maintaining those fences, and looking after the trees?—Yes.

Have you made a calculation upon those grounds?—No, I have not.

Have you ever made a calculation to show the difference of the rent of land, for agricultural purposes, with what it would be in timber, taking the cost of the planting, the fencing, and all expenses incidental to it, with the proceeds of thinnings?—I have made calculations of the expense attending woods for years to come; but the land that is good for cultivation, should not be planted, on account of the interest of money accumulating so high; the poor lands should be planted.

You speak of compound interest?—Yes.

You have not compared that with what land would yield annually?—No, I have not.

But the result is, you think, it would answer best to the agriculturalist?—It would.

What do you suppose is the quantity of oak timber used for all purposes annually?—I cannot give an answer to that question exactly, but my idea is about 200,000 load; but I cannot tell you it is so.

How much of that, do you suppose, is applied to shipbuilding?—I suppose the whole of it is applied to shipbuilding; there is no way of forming an idea of the whole consumption.

What is the quantity you suppose to be used for shipbuilding?—I suppose about 200,000 loads altogether; about one third of it for the navy.

How much do you suppose is applied to locks on canals?—I have not made a calculation at all.

Nor for machinery or building?—No.

In saying that there is a sufficient quantity of timber to supply the country, your ideas have been as to shipbuilding, without any allusion to those other things that have been mentioned?—Yes.

The following ACCOUNTS were read:

(34.)—Shipwrights at present employed in H. M. Dock Yards - - - - - - p. 229

(35.)—Ships built in Private Yards for H. M. Service, since 1791, broken up, lost, or destroyed, &c. - - - - - - - - - - - - - p. 230

(36.)—Ships built in His Majesty's Yards, since 1791, broken up, lost, or destroyed, &c. p. 233

(37.)—Ships built in Private Yards, since 1791, and purchased for, or taken into H. M. Service p. 234

(38.)—Ships built in The East Indies, since 1791, on account of H. M. Navy - - - p. 237

ACCOUNTS.

—(No. 34.)—

Navy-Office, 29th April 1814.

AN ACCOUNT of the Number of Shipwrights at present employed in His Majesty's Dock Yards; distinguishing those who have served their Apprenticeship in the Private Yards, from those in the King's Yards.

YARDS.	Total Number of Shipwrights at present employed.	Number of those who have served their Apprenticeship in the Private Yards.	Number of those who have served their Apprenticeship in the King's Yards.
Deptford - - - -	423	256	167
Woolwich - - -	442	223	219
Chatham - - - -	581	310	271
Sheerness - - -	196	65	131
Portsmouth - - -	1,078	640	438
Plymouth - - -	1,000	647	353
Milford - - - -	69	56	13
TOTAL - - -	3,789	2,197	1,592

F. J. Hartwell. *R. Seppings.* *H. Legge.*

—(35.)—

Navy Office, 30th April 1814.

AN ACCOUNT of the times at which the several Ships built in the Private Yards for the use of His Majesty, since the year 1791, were broken up, lost, or otherwise destroyed, or discharged, from His Majesty's Service; and an Account of the several Sums paid on account of the Repairs of the said Ships, during the time they were in His Majesty's Service.

Rate.	Guns.	SHIPS NAMES.	When built.	When broken up, lost, or otherwise destroyed.	SUMS paid for Repairs.
					£.
3	74	Ajax	1798	Burnt in 1807	26,683
- -	- -	Hero	1803	Lost in 1811	
5	38	Apollo	1794	Lost in 1799	
- -	- -	Artois	1794	Lost in 1797	
- -	- -	Diamond	1794	Broken up in 1812	Have not been repaired.
- -	- -	Jason	1794	Lost in 1798	
- -	- -	Ethalion	1797	Lost in 1799	
- -	- -	Pomone	1805	Lost in 1811	
- -	36	Amazon	1795	Lost in 1797	
- -	- -	Doris	1795	Lost in 1805	
- -	- -	Sirius	1797	Lost in 1810	10,702
- -	- -	Apollo	1799	Lost in 1804	
- -	- -	Jason	1800	Lost in 1801	
- -	- -	Resistance	1801	Lost in 1803	
- -	- -	Blanche	1800	Captured in 1805	
- -	- -	Shannon	1803	Lost in 1803	Have not been repaired.
- -	- -	Saldanha	1809	Lost in 1811	
- -	32	Alcmene	1794	Lost in 1809	
- -	- -	Galatea	1794	Broken up in 1809	
- -	- -	Lively	1794	Lost in 1798	
- -	- -	Tartar	1801	Lost in 1811	9,476
- -	- -	Proserpine	1807	Captured in 1809	
6	22	Laurel	1806	Lost in 1813	
- -	- -	Boreas	1806	Lost in 1807	Have not been repaired.
- -	- -	Banterer	1807	Lost in 1808	
Sloop	- -	Albecore	1793	Sold in 1802	
- -	- -	Cormorant	1794	Lost in 1796	
- -	- -	Favorite	1794	Captured in 1806	6,943
- -	- -	Lark	1794	Lost in 1809	
- -	- -	Lynx	1794	Sold in 1813	
- -	- -	Alert	1793	Captured in 1794	
- -	- -	Ranger	1794	Captured in 1805	
- -	- -	Merlin	1796	Broken up in 1803	
- -	- -	Cynthia	1796	Broken up in 1809	
- -	- -	Echo	1797	Sold in 1809	
- -	- -	Victor	1798	Sold in 1808	
- -	- -	Osprey	1797	Broken up in 1813	
- -	- -	Wolf	1804	Lost in 1806	
- -	- -	Fly	1804	Lost in 1805	
- -	- -	Martin	1805	Foundered in 1806	
- -	- -	Ranger	1807	Broken up in 1814	
- -	- -	Tweed	1807	Lost in 1813	
- -	- -	Arrow	1796	Sunk, after an engagement in 1805	
- -	- -	Dart	1796	Broken up in 1809	
- -	- -	Valorous	1804	Appropriated for Army Deserters, in 1814	Have not been repaired.
- -	- -	Dauntless	1804	Captured in 1807	
- -	- -	Despatch	1795	Transferred to the Russian Admiral in 1796	
- -	- -	Raven	1796	Lost in 1798	
- -	- -	Hound	1796	Foundered in 1800	
- -	- -	Diligence	1795	Lost in 1800	
- -	- -	Seagull	1795	Foundered in 1804	
- -	- -	Curlew	1795	Lost in 1796	
- -	- -	Pelican	1795	Sold in 1806	
- -	- -	Kite	1795	Sold in 1805	
- -	- -	Sylph	1795	Broken up in 1811	
- -	- -	Star	1795	Sold in 1802	
- -	- -	Swallow	1795	Sold in 1802	
- -	- -	Cameleon	1795	Broken up in 1811	
- -	- -	Racoon	1795	Broken up in 1806	
- -	- -	Kangaroo	1795	Sold in 1802	
- -	- -	Busy	1797	Lost in 1806	
- -	- -	Ferret	1806	Lost in 1813	4,770 Estimated sum.

Rate.	Guns.	SHIPS NAMES.	When built.	When broken up, lost, or otherwise destroyed.	SUMS paid for Repairs.
Sloop		Despatch	1804	Broken up in 1811	
- -	- -	Raven	1804	Lost in - - 1805	
- -	- -	Saracen	1804	Broken up in 1812	
- -	- -	Harrier	1804	Lost in - - 1809	
- -	- -	Elk	1804	Broken up in 1812	
- -	- -	Leveret	1806	Lost in - - 1807	
- -	- -	Belette	1806	Wrecked in - 1812	
- -	- -	Emulous	1806	Lost in - - 1812	
- -	- -	Grasshopper	1806	Captured in 1811	
- -	- -	Pandora	1806	Lost in - - 1811	
- -	- -	Foxhound	1806	Lost in - - 1809	
- -	- -	Alacrity	1806	Captured in 1811	Have not been repaired.
- -	- -	Primrose	1807	Lost in - - 1809	
- -	- -	Carnation	1807	Captured in 1808	
- -	- -	Frolick	1806	Broken up in 1813	
- -	- -	Peacock	1806	Captured in 1813	
- -	- -	Magnet	1807	Lost in - - 1809	
- -	- -	Persian	1809	Lost in - - 1813	
- -	- -	Achates	1808	Lost in - - 1811	
- -	- -	Ephira	1808	Lost in - - 1811	
- -	- -	Prince Arthur	1808	Sold to the Emperor of Morocco in 1808	
- -	- -	Wildboar	1808	Lost in - - 1810	
- -	- -	Rhodian	1809	Wrecked in 1813	
- -	- -	Sarpedon	1809	Lost in - - 1812	
Brig		Seagull	1805	Captured in 1808	
- -	- -	Fly	1805	Lost in - - 1812	
- -	- -	Electra	1806	Wrecked in - 1808	
- -	- -	Delight	1806	Captured in 1808	Have not been repaired.
- -	- -	Satellite	1806	Lost in - - 1810	
- -	- -	Skylark	1806	Lost in - - 1812	
- -	- -	Challenger	1806	Captured in 1811	
- -	- -	Goshawk	1806	Lost in - - 1813	
Gun Brig	- -	Musquito	1794	Lost in - - 1795	
- -	- -	Plumper	1794	Sold in - - 1802	
- -	- -	Borer	1794	Sold in - - 1819	
- -	- -	Piercer	1794	Sold in - - 1802	
- -	- -	Pelter	1794	Sold in - - 1802	
- -	- -	Aimwell	1794	Broken up in 1811	
- -	- -	Teaser	1794	Sold in - - 1802	
- -	- -	Tickler	1794	Sold in - - 1802	
- -	- -	Swinger	1794	Sold in - - 1802	
- -	- -	Force	1794	Sold in - - 1802	
- -	- -	Fearless	1794	Lost in - - 1804	
- -	- -	Attack	1794	Sold in - - 1802	
- -	- -	Hecate	1797	Made a Breakwater in - - 1809	
- -	- -	Hasty	1797	Sold in - - 1803	
- -	- -	Eclipse	1797	Sold in - - 1802	
- -	- -	Furious	1797	Sold in - - 1802	
- -	- -	Flamer	1797	Sold in - - 1802	
- -	- -	Furnace	1797	Sold in - - 1802	
- -	- -	Growler	1797	Captured in 1799	Have not been repaired.
- -	- -	Griper	1797	Sold in - - 1802	
- -	- -	Grappler	1797	Blown up after striking on a rock - 1803	
- -	- -	Gallant	1797	Sold in - - 1802	
- -	- -	Hardy	1797	Sold in - - 1802	
- -	- -	Haughty	1797	Sold in - - 1802	
- -	- -	Steady	1797	Sold in - - 1803	
- -	- -	Courser	1797	Given to the Customs in - - - 1803	
- -	- -	Defender	1797	Sold in - - 1802	
- -	- -	Assault	1797	Made a Mooring Lighter in 1808	
- -	- -	Acute	1797	Sold in - - 1802	
- -	- -	Sparkler	1797	Sold in - - 1802	
- -	- -	Bouncer	1797	Sold in - - 1802	
- -	- -	Boxer	1797	Sold in - - 1809	
- -	- -	Biter	1797	Sold in - - 1802	
- -	- -	Bruiser	1797	Sold in - - 1802	
- -	- -	Blazer	1797	Sold in - - 1803	
- -	- -	Cracker	1797	Sold in - - 1803	

Rate.	Guns.	SHIPS NAMES.	When built.	When broken up, lost, or otherwise destroyed.	SUMS paid for Repairs.
Gun Brig	- -	Clinker - - -	1797	Sold in - - 1802 -	
- -	- -	Crash - - -	1797	Sold in - - 1802 -	
- -	- -	Contest - - -	1797	Lost in - - 1799 -	
- -	- -	Adder - - -	1797	Broken up in - 1805 -	
- -	- -	Staunch - - -	1797	Sold in - - 1803 -	
- -	- -	Tigress - - -	1797	Sold in - - 1802 -	
- -	- -	Bold - - -	1801	Broken up in - 1811 -	
- -	- -	Conflict - - -	1801	Captured in - 1804 -	
- -	- -	Ferreter - - -	1801	Captured in - 1807 -	
- -	- -	Mallard - - -	1801	Lost in - - 1805 -	
- -	- -	Minx - - -	1801	Captured in - 1809 -	
- -	- -	Monkey - - -	1801	Lost in - - 1811 -	
- -	- -	Starling - - -	1801	Lost in - - 1804 -	
- -	- -	Contest - - -	1804	Lost in - - 1809 -	
- -	- -	Attack - - -	1804	Captured in - 1812 -	
- -	- -	Firm - - -	1804	Lost in - - 1811 -	
- -	- -	Clinker - - -	1804	Lost in - - 1806 -	
- -	- -	Pelter - - -	1804	Foundered in - 1810 -	
- -	- -	Plumper - - -	1804	Captured in - 1805 -	
- -	- -	Acute - - -	1804	Given to the Customs for Quarantine service 1813	Have not been repaired.
- -	- -	Bouncer - - -	1804	Lost in - - 1805 -	
- -	- -	Griper - - -	1804	Lost in - - 1807 -	
- -	- -	Safeguard - - -	1804	Captured in - 1811 -	
- -	- -	Swinger - - -	1804	Broken up in 1812 -	
- -	- -	Defender - - -	1804	Lost in - - 1809 -	
- -	- -	Tickler - - -	1804	Lost in - - 1808 -	
- -	- -	Sparkler - - -	1804	Lost in - - 1808 -	
- -	- -	Tigress - - -	1804	Captured in - 1808 -	
- -	- -	Daring - - -	1804	Lost in - - 1813 -	
- -	- -	Attentive - - -	1804	Broken up in - 1812 -	
- -	- -	Woodlark - - -	1805	Lost in - - 1805 -	
- -	- -	Rapid - - -	1804	Sunk by a shot from the Spanish batteries 1808	
- -	- -	Exertion - - -	1805	Lost in - - 1812 -	
- -	- -	Fancy - - -	1806	Lost in - - 1811 -	
- -	- -	Turbulent - - -	1805	Captured in - 1808 -	
- -	- -	Indignant - - -	1805	Broken up in - 1811 -	
- -	- -	Encounter - - -	1805	Lost in - - 1812 -	
- -	- -	Conflict - - -	1805	Lost in - - 1810 -	
- -	- -	Bustler - - -	1805	Lost in - - 1808 -	
- -	- -	Boxer - - -	1812	Captured in - 1813 -	
- -	- -	Bold - - -	1812	Lost in - - 1813 -	
- -	- -	Millbrook - - -	1798	Lost in - - 1808 -	
- -	- -	Redbridge - - -	1798	Lost in - - 1805 -	
Cutter	- -	Algerine - - -	1810	Lost in - - 1813 -	Have not been repaired.
- -	- -	Swan - - -	1811	Captured in - 1811 -	
- -	- -	Nimble - - -	1811	Lost in - - 1812 -	
Schooner	- -	Pigeon - - -	1806	Lost in - - 1809 -	Have not been repaired.
- -	- -	Crane - - -	1806	Wrecked in - 1808 -	
- -	- -	Cuckoo - - -	1806	Lost in - - 1810 -	
- -	- -	Wagtail - - -	1806	Lost in - - 1807 -	
- -	- -	Woodcock - - -	1806	Lost in - - 1807 -	
- -	- -	Rook - - -	1806	Captured in - 1808 -	
- -	- -	Wigeon - - -	1805	Lost in - - 1808 -	
- -	- -	Sealark - - -	1806	Lost in - - 1809 -	
Mortar Vessel	-	Convulsion - -	1804	Sold in - - 1806 -	Have not been repaired.
- -	- -	Destruction - -	1804	Sold in - - 1806 -	
Lugger	- -	Experiment - -	1793	Captured in - 1796 -	
Advice Boat	-	Express - - -	1800	Sold in - - 1813 -	
Gun Brig	- -	Netley - - -	1798	Captured in - 1806 -	

F. J. Hartwell. *R. Seppings.* *H. Legge.*

— No. 36. —

Navy Office, 3d May 1814.

AN ACCOUNT of the times at which the several Ships, built in His Majesty's Yards since the year 1791, were broken up, lost, or otherwise destroyed, or discharged from His Majesty's Service; with the several Sums paid for the Repairs of the said Ships during the time they were in His Majesty's Service.

GUNS or CLASS.	SHIPS NAMES.	When built.	When broken up, lost, or otherwise destroyed.	SUMS paid for their Repairs.
				£. s. d.
74	Minotaur	1793.	Lost 1810	8,436 — —
38	Clyde	1796	Taken to pieces, 1805	
- - -	Hussar	1799	Lost	
- - -	Leda	1800	Lost 1808	
- - -	Lively	1804	Lost 1810	
- - -	Tamar	1796	Broken up 1810	
- - -	Macedonia	1810	Captured 1812	
- - -	Laurel	Completed at Deptford, 1811	Lost 1812	
36	Amethyst	1799	Wrecked 1811	
- - -	Manilla	1809	Lost 1812	
- - -	Meleager	1806	Lost 1808	
32	Pallas	1793	Lost 1798	Not repaired.
- - -	Pallas	1804	Lost 1810	
- - -	Stag	1794	Lost 1800	
- - -	Shannon (fir)	1796	Sold 1802	
- - -	Hebe (fir)	1804	Sold 1813	
- - -	Maidstone (fir)	1795	Broken up 1810	
16.	Bravo	1794	Sold	
Ship Sloop	Swift	1793	Lost 1797	
- - -	Hawke	1793	Broken up 1803	
- - -	Nautilus	1804	Lost 1807	
Mortar Vessel	Project	1806	Broken up 1810	
Gun Brig	Firm	1794	Sold 1802	

F. J. Hartwell. *R. Seppings.* *H. Legge.*

—(37.)—

Navy Office, 3d May 1814.

AN ACCOUNT of the several SHIPS built in PRIVATE YARDS, and purchased for or taken into His Majesty's service since 1791; showing when they were broken up, lost, or otherwise destroyed, or discharged from His Majesty's service;—and an Account of the several Sums paid for their Repairs, during the time they were in His Majesty's service.

GUNS or CLASS.	SHIPS NAMES.	When purchased.	When broken up, lost, or otherwise destroyed.	SUMS paid for Repairs.
				£.
64	Ardent	1795	-	6,113.
-	York	1796	Lost 1803	5,700.
-	Lancaster	1796	-	
-	Monmouth	1796	-	
-	Bristol	1796	-	
56	Madras	1795	Sold 1807	
-	Weymouth	1795	Given up to the Transport Board 1796	
-	Coromandel	1795	Sold 1813	
-	Glatton	1795	-	
-	Calcutta	1795	Captured 1805	
54	Abergavenny	1795	Sold 1807	
-	Grampus	1795	Wrecked 1799	
-	Hindostan	1795	Burnt 1804	
-	Malabar	1795	Lost 1796	
40	Beaulieu	1791	Broken up 1806	
28	Hyena	1804	-	
-	Proselite	1804	Lost 1808	Not repaired.
Floating Battery	Redoubt	1793	Sold 1802	
Ship Sloop	Providence	1791	Lost 1797	
-	Beaver	1795	Sold 1808	
-	Lilly	1795	Captured 1804	
-	Selby	1798	Sold 1801	
-	William (Storeship)	1798	Broken up 1810	
-	Ann	1798	Sold 1802	
-	Albion	1798	Sold 1803	
-	Investigator	1798	Sold 1810	
-	Hermes	1798	Sold 1802	
-	Hobart	-	-	
-	Alonzo	1801	-	337.
-	Diligence	1801	Sold 1812	
-	Galgo	1801	-	
-	Falcon	1801	-	
-	Hound	1801	Broken up 1812	
-	Scourge	1803	-	
-	Curlew	1803	Sold 1810	
-	Merlin	1803	-	
-	Vulture	1803	-	
-	Speedy	1803	-	
-	Hermes	1803	Sold 1810	
-	Orestes	1803	Burnt 1805	
-	Inspector	1803	Sold 1810	
-	Bonetta	1803	Sold 1810	
-	Avenger	1803	Lost 1803	
-	Avenger	1804	Lost 1812	
-	Alert	1804	Captured 1812	Not repaired.
-	Cormorant	1804	-	
-	Utile	1804	-	
-	Espiegle	1804	Broken up 1811	
-	Eugenie	1804	Sold 1810	
-	Railleur	1804	Sold 1810	
-	Spy	1804	Sold 1813	
-	Swift	1804	-	
-	Drake	1804	Broken up 1808	
-	Thrush	1806	-	
Brig Sloop	Zephyr	1795	Sold 1808	
-	Bermuda	1795	Lost 1798	
-	Rambler	1796	Sold 1810	
-	Wolverene	1798	Captured 1804	
-	Weazle	1799	Lost 1804	
-	Gannet	1800	To be sold -	

GUNS or CLASS.	SHIPS NAMES.	When purchased.	When broken up, lost, or otherwise destroyed.	SUMS paid for Repairs.
Brig Sloop	Drake	1804	Broken up 1808	
	Hunter	1801	Broken up 1809	
	Bustard	1806		
Fire Vessel	Akers	1794	Sold 1801	
	Amity	1794	Broken up 1807	
	Catherine	1794	Sold 1801	
	Experiment	1794	Sold 1801	
	Friendship	1794	Broken up 1801	
	Firebrand	1794	Broken up 1800	
	Heart of Oak	1794	Sold 1796	
	Industry	1794	Broken up 1795	
	Lively	1794	Sold 1798	
	Nancy	1794	Sold 1801	
	Olive Branch	1794	Sold 1802	
	Satisfaction	1794	Sold 1802	
	Firebrand	1804	Lost 1807	
	Torch	1804	Sold 1807	
	Flambeau	1804	Sold 1807	
	Sophia	1804	Sold 1807	
	Squib	1804	Wrecked 1805	
	Rocket	1804	Sold 1807	
	Salamander	1804	Sold 1807	
	Eruption	1804	Sold 1807	
	Flash	1804	Sold 1807	
	Fuze	1804	Sold 1807	
	Wildfire	1804	Sold 1807	
	Fire Drake	1804	Sold 1807	
	Rifleman	1804	Sold 1809	
Armed Vessel	Supply	1793	Broken up 1806	
	Reliance	1794		
	Euphrosine	1796	Sold 1802	
	Buffalo	1797		
	Enchantress	1804		
Advice Boat	Flight	1805	Lost 1806	Not repaired.
Cutter	Viper	1809		
	Sparrow	1796		
	Tickler	1808		
	Dolphin	1801	Sold 1802	
	Sprightly	1805		
	Pigmy	1806		
	Linnet	1806		
	Sandwich	1804	Sold 1805	
	Nile	1806	Sold 1810	
	Advice	1796	Sold 1807	
Bomb	Sulphur	1797		
	Explosion	1797	Lost 1807	
	Volcano	1797	Sold 1810	
	Strombolo	1797	Broken up 1809	
	Volcano	1804		
	Hecla	1797	Broken up 1813	
	Strombolo	1801		
	Tartarus	1797	Lost 1804	
	Etna	1803		
	Thunder	1803		
	Acheron	1803	Captured 1805	
	Lucifer	1803	Sold 1811	
	Meteor	1803	Sold 1811	
	Prospero	1803	Foundered 1807	
	Devastation	1803		
Barge Magazine	Francis	1794	Broken up 1804	
Gun Boat	Badger	1794		
	Benjamin and Ann	1794	Sold 1800	
	Bellona	1794	Broken up 1805	
	Caroline	1794	Sold 1802	
	Crown	1794	Sold 1800	
	Defiance	1794	Sold 1797	
	Eagle	1794	Sold 1804	

GUNS or CLASS.	SHIPS NAMES.	When purchased.	When broken up, lost, or otherwise destroyed.	SUMS paid for Repairs.
Gun Boat	Fury	1794	Sold 1802	Not repaired.
- - -	Ferret	1794	Sold 1802	
- - -	Forester	1794	Sold - -	
- - -	Four Brothers	1794	Sold 1801	
- - -	George	1794	Sold 1798	
- - -	Grace	1794	Sold 1798	
- - -	Hornet	1794	Broken up 1795	
- - -	Hope	1794	- - - -	
- - -	Hawke	1794	Lost 1796	
- - -	James and William	1794	Sold 1799	
- - -	Lion	1794	Sold 1795	
- - -	Louisa	1794	Sold 1799	
- - -	Mayflower	1794	Fitted as a Mud Boat	
- - -	Mary	1794	Sold 1798	
- - -	New Betsey	1794	Sold 1798	
- - -	Leopard	1794	Made a Pitch Boat	
- - -	Nottingham	1794	Sold - - -	
- - -	Repulse	1794	Broken up	
- - -	Robert	1794	Sold 1799	
- - -	Scorpion	1794	Sold 1804	
- - -	Scourge	1794	Broken up 1803	
- - -	Shark	1794	Run away with by the Crew 1796	
- - -	Serpent	1794	Put out of Commission at Marcow 1796	
- - -	Seven Sisters	1794	Sold - - - -	
- - -	Tiger	1794	- - - -	
- - -	Terror	1794	Sold 1804	
- - -	Viper	1794	Broken up 1801	
- - -	Union	1794	Sold 1800	
- - -	Wilson	1794	Given up to the Transport Board	
- - -	William	1794	Sold 1801	
- - -	Wolf	1794	Broken up 1803	
- - -	Wasp	1794	Sold 1801	
Gun Brig	Staunch	1797	Sold 1803	
- - -	Meteor	1797	Sold 1802	
- - -	Mastiff	1797	Wrecked 1799	
- - -	Minx	1797	Sold 1802	
- - -	Manly	1797	Sold 1802	
- - -	Pouncer	1797	Sold 1802	
- - -	Pincher	1797	Sold 1802	
- - -	Wrangler	1797	Sold 1802	
- - -	Rattle	1797	Sold 1802	
- - -	Ready	1797	Sold 1802	
- - -	Safeguard	1797	Sold 1802	
- - -	Sentinel	1804	Lost 1812	
- - -	Volunteer	1804	Sold 1812	
- - -	Thrasher	1804	- - - -	
- - -	Watchful	1804	Made a Tender	
Storeship	Empress Mary	1799	Made a Breakwater 1804	
- - -	Abundance	1799	- - - -	
- - -	Porpoise	1804	- - - -	
Despatch Cutter	Dove	1805	- - - -	
- - -	Pigeon	1805	Lost - - -	
- - -	Carrier	1805	Lost 1809	
Schooner	Sandwich	1805	Broken up 1809	
- - -	Viper	1807	Lost 1809	
- - -	Sir Andrew Mitchell	1806	- - - -	
- - -	Pickle	1808	- - - -	
- -	Swift	1794	- - - -	
Cutter	Dart	1810	- - - -	
- - -	Nimble	1812	- - - -	

F. J. Hartwell. *R. Seppings.* *H. Legge.*

—(38.)—

Navy Office, 3d May 1814.

An ACCOUNT of all Ships built in the East Indies, on account of His Majesty's Navy, since the year 1791, with the Cost of them; and an Account of the times at which the said Ships were broken up, lost, or otherwise destroyed, or discharged from His Majesty's Service; and an Account of the several Sums paid on account of Repairs of the said Ships during the time they were in His Majesty's Service.

Guns.	SHIPS NAMES.	When built.	COST.	When broken up, lost, or otherwise destroyed.	SUMS paid for their Repairs.
74	Cornwallis - -	1813	The Cost of building has not yet been sent to this Office.	Still in the Service.	Have not been repaired.
- -	Minden - - -	1810			
36	Doris - - -	1808			
- -	Malacca - - -	1809			
- -	Salsette - - -	1806			

F. J. Hartwell. *R. Seppings.* *H. Legge.*

VII.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Jovis, 5° *die Maij*, 1814 - - - - - - p. 203.

Mr. Thomas Alexander.

Veneris, 6° *Maij*, 1814 - - - - - - p. 215.

Mr. Abraham Driver.

ACCOUNTS - - - - - - - p. 229.

Ordered, by The House of Commons, *to be printed,*
6 *May* 1814.

VIII.

Select Committee on East India-built Shipping.

Lunæ, 9° die Maii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *Christoper Richardson*, junior, Called in; and Examined by Mr. ADOLPHUS.

Mr. Christ. Richardson, junior.

YOU are a timber merchant at Limehouse?—Yes, I am.

Your father is also a timber merchant, and you are in partnership with him?—Yes.

How long have you been acquainted with the business, and carried it on?—Upwards of five-and-twenty years, jointly with my father.

You have been actively concerned, during all that time, in carrying on business with your father?—Yes, the whole time.

Have you dealt largely in British oak-timber and plank, and in foreign timber also?—In both, to a large extent.

Have your dealings given you an opportunity of knowing the state of the timber in several counties?—Yes.

I mean in this examination to confine your attention to oak-timber fit for large ships; to what counties in particular has your attention been called?—More immediately to the home counties; Essex, Kent, Surrey and Sussex.

Has the nature of your business been such as to induce you to examine the state of those counties particularly as to timber?—Not particularly to examine them, merely in passing through them; my attention has been directed to the growth of timber.

Have you in the course of those five-and-twenty years, drawn considerable quantities of timber from those counties?—We have.

Are you of opinion, from your recent observation, that there is any scarcity of timber in those counties?—Not the least.

Have you turned your attention to the subject of to-day's inquiry, so as to inform the Committee of what has been the prices of timber for the last twenty-five years, of oak-timber of 60-feet metings?—I have taken extracts from the books of our sales.

From sales that have been within your own knowledge in that time?—Within my own knowledge.

Mr. Grant.]—Have you taken them at the market-prices?—Yes, at which we were selling them to the shipwrights.

Those were the general ordinary prices?—Yes.

Committee.]—You always sell by square measure?—Yes.

Mr. Adolphus.]—Is that the paper which you have made out, [handing it to the witness]?—Yes, it is.

Mr. Grant.]—Is that your own hand-writing?—Yes.

Mr. Adolphus.]—These are the prices of the several species of timber and plank, for the several times mentioned in that paper?—Yes.

[It was delivered in and read as follows.]

Mr. Christ. Richardson, junior.

	Rate.	1795.	1796.	1797.	1798.	1799.	1800.	1801.
		£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
Dantzic Oak Plank	per load	9. 10.	9. 0.	9. 0.	8. 10.	11. 11.	14. 10.	11. 11.
Quebec Oak-Timber	D°	5. 5.	5. 10.	- -	6. 0.	7. 0.	7. 10.	- -
- D° - Pine - D°	D°	- -	- -	- -	3. 10.	- -	- -	- -
New Brunswick Pine	D°	- -	- -	- -	- -	- -	- -	- -
Dantzic Fir	D°	4. 0.	3. 16.	3. 10.	5. 0.	5. 10.	5. 5.	- -
Memel Fir	D°	3. 8.	3. 2.	- -	3. 10.	4. 0.	5. 5.	- -
Riga Fir	D°	3. 15.	- -	- -	- -	- -	5. 5.	- -
40 feet 3 inches Dantzic Deals	per deal	1. 1.	- -	16/6.	1. 0.	1. 8	1. 11.	1. 11.
Memel Deals	Red^{d}	10. 0.	- -	11. 0.	12. 0.	- -	- -	- -
Narva Deals	D°	- -	11. 0.	10. 0.	11. 0.	- -	19. 0.	- -
Riga Deals	D°	- -	- -	- -	- -	- -	- -	- -
12 feet 3 inches, best Christiana Deals	per hund.	18. 10.	21. 0.	21. 0.	23. 0.	23. 0	28. 0.	28. 0.
Oak to 60-feet metings	per load	4. 0.	- -	- -	- -	- -	4. 10.	- -

What is the present price of oak-timber of 60-feet metings?—I should consider the present price as 7*l.* 10*s.*

You say you should consider that the present price, do you sell any at this time?—I have timber in considerable quantity I should be very glad to sell at that rate.

A considerable quantity at 60-feet metings?—At 60-feet metings.

To what do you attribute the present decrease in price?—The little demand; the total stagnation of business in the ship-yards.

Did you ever in the course of those twenty-five years you speak of find any difficulty in procuring oak-timber for the building of large ships?—Never.

Have you been in the habit of contributing to the supply of the principal yards?—We have been in the habit of supplying most of the yards in the River at different periods; we are likewise very largely concerned in the supply of timber for the Public Works, and never have any difficulty in procuring what we want.

What Public Works do you mean?—For the Customs, bridges, and other works of that nature, where the largest scantlings have been required.

Supposing the demand to continue such as it has been, for any length of time to come, have you any apprehension of feeling a scarcity of timber?—Not the least.

Are you fully of opinion that a supply can be obtained for all purposes of Public, and East India and Merchant service?—I have not the least doubt of it.

Have you any knowledge of what sort of oak-timber is furnished for the Ordnance?—A very large quantity is delivered in to supply the Ordnance.

Do you supply the Ordnance with timber?—We have not supplied the Ordnance for a great number of years; not on contract.

Do you supply it to those who do supply the Ordnance on contract?—In the course of our transactions we have.

Do you know then by your personal observation what sort of timber it is that is used in the Ordnance department?—Certainly there is some of the finest timber it is possible to use in any department of the State sent to the Ordnance; timber that I have been grieved to see used in such works as they have been.

Was it timber fit for the building a man of war of the largest size?—Yes.

Was such timber, in your judgment, necessary for such work as was carrying on in the Ordnance department?—I think far from it.

Timber of inferior size and value would have done as well?—I have seen the finest timber for ship-building purposes converted to make axle-trees for gun-carriages, and purposes of that description. I have seen timber fit for keel-pieces converted to make the sides of the gun-carriages.

From the paper you have delivered in, it appears there has been a considerable advance in the price of foreign oak and plank?—Yes, there has.

What

Mr. Christ. Rickardson, junior.

1802.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.	1811.	1812.	1813.
£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.	£. s.
11. 11.	11. 11.	11. 11.	12. 12.	12. 0.	- -	- -	26. 0.	20. 0.	23. 0.	30. 0.	22. 0.
- -	8. 10.	9. 5.	8. 10.	9. 9.	10. 10.	12. 10.	15. 10.	16. 0.	15. 0.	14. 0.	14. 10.
- -	4. 15.	5. 0.	- -	7. 0.	- -	14. 10.	14. 10.	10. 10.	10. 15.	10. 15.	10. 10.
- -	- -	- -	- -	- -	- -	12. 5.	12. 12.	8. 10.	- -	- -	8. 0.
4. 15.	5. 10.	5. 0.	4. 15.	7. 0.	7. 15.	- -	- -	- -	- -	- -	—
4. 2.	5. 10.	4. 15.	4. 8.	7. 0.	7. 10.	£. 9. to £. 14.	14. 5.	11. 10.	12. 0.	11. 5.	11. 0.
- -	- -	- -	- -	7. 5	- -	- -	- -	- -	- -	11. 10.	11. 10.
1. 6.	1. 8.	1. 10.	1. 6.	1. 14.	1. 16.	- -	3. 10.	3. 0.	3. 0.	3. 15	3. 0.
- -	23. 0.	- -	- -	19. 0.	21. 0.	28. 0.	44. 0.	36. 0.	40. 0.	31. 0.	33. 0.
- -	- -	- -	- -	18. 10.	21. 0.	- -	- -	- -	36. 0.	- -	—
- -	21. 0	17. 0	18. 0.	17. 0.	20. 0.	- -	- -	- -	- -	- -	32. 0.
28. 0.	31. 0.	32. 0.	34. 0.	- -	36. 0.	- -	- -	75. 0.	54. 0.	58. 0	70. 0.
- -	5. 0.	6. 10	- -	- -	- -	- -	7. 10.	8. 10.	9. 0.	8. 10.	8. 10.

What effect has that advance had upon the consumption and price of English oak?—It has certainly increased the price of English timber, and increased the demand in our transactions; we have a great deal to do with carpenters, and when things have been very high of foreign goods, they certainly have been converting our English timber for purposes that foreign timber might have been taken.

Do you know the present state of ship-building in the Thames?—I do not think there is any thing going forward at all in the yards I have seen; the yards are totally out of employ, and all the poor people thrown on the parishes for support; almost it is so in our parish.

Committee.]—Since when?—Since the last six or eight months.

Mr. Adolphus.]—If India-built ships are in future permitted to carry on the trade of India and China, what effect will that have upon the price of oak-timber in England?—I should consider it would reduce the price of oak-timber.

Will the price of timber under those circumstances, in your judgment, be sufficient to induce landlords and others to permit the growth of it to its largest size?—No; I should think not.

The encouragement you think will not afford sufficient motive to them to procure a supply of the largest timber?—No; I should think not.

Have you any knowledge, from your own observation, of the present state of the Royal Forests?—I have seen some little of the Hainault forest, it is a very extensive forest, and I speak of it from having contracts with Government for the conveyance of their timber from it to the yards at Deptford; it is certainly very capable of growing as fine timber as any the country can produce.

If the demand from the Navy should in future, from the improved state, and great care taken of the Royal Forests, be totally supplied from them, what market will be left for the large timber if ships for the Indian trade cease to be built in London?—There will not be a demand for timber of that description in the ship-yards.

Can you devise any other way in which timber of that size will be advantageously used?—I should suppose it will be cut up by carpenters for country purposes.

But will timber of a smaller size answer those purposes?—Certainly.

Therefore the timber of a larger size will be cut to waste?—Certainly.

Have you at any time lately had any timber of the largest description, fit for first-rate ships of war, which you have been unable to dispose of?—Yes; we have repeatedly had such timber.

Within what time?—I think about two years since I offered a quantity of the largest timber to Mr. Morris, agent to Mr. Larkin the contractor.

That is, above the size fit for twelve-hundred-ton ships?—About the size.

Did he accept it?—No, he did not; he did not purchase it.

Mr. Christ. Richardson, junior.

– Did he give any reason for it?—He offered me a price below what I considered a fair market-price.

Do you recollect what the price was he offered to you?—I think, as far as my recollection goes it was timber of one hundred-and-forty-feet metings.

Which you could not make a bargain for with Mr. Larkin?—No; the price he offered me was 9*l.* a load, which was only the price of sixty-feet metings.

What became of that timber?—We have converted it for small purposes; I believe principally, to make caps for the warehouses of the West India Docks.

To a disadvantage I suppose?—Yes, to a disadvantage.

[*Cross-examined by Mr. Grant.*]

How long has the price of oak-timber in the market declined?—I think about six or eight months.

Then the transaction to which you allude, of your having offered timber for sale which you could not dispose of, took place before there was any general decrease in the market price?—Yes.

There have been always, at times, great fluctuations in the market-prices of timber?—No, it has generally been on the increase from the year 1795. I think in the year 1791 I sold some timber to a contractor for Government at the rate of 3*l.* 10*s.* for sixty-feet metings.

These prices however, in your account are average-prices?—They are what I consider the market-prices.

You do not mean that in particular parts of any given year the price might not be less than the price mentioned in your account for that year?—They may have varied a little, but I do not think of any consequence.

Committee.]—Is it taken from your actual sales, or is it merely a matter of estimate?—From our actual sales.

Mr. Grant.]—For instance, in the year 1810, when I see the price was 8*l.* 10*s.* might there not be some individual transaction in which no more than 7*l.* 10*s.* was offered?—There might be from needy people wanting to get money, perhaps.

What was the price at the time when 9*l.* was offered to you for timber of one hundred-and-forty-feet metings, what was the market price for timber of that size?—I should consider about 10*l.* 10*s.*; timber of that size.

I understand you to state, that you have never examined particularly the state of timber in the counties you have mentioned, with a view to form a precise judgment of what would be their future supply?—I never examined it particularly; mine has been merely remarks in passing through the counties in the way of business.

Then I understand you to say, that in that sort of cursory observation you have not remarked any scarcity?—No, I have not.

Do you mean to state, that the whole quantity of timber in those counties has not diminished during the last twenty years?—From my observation I think the encouragement that has been given to timber has induced people to take more care of it than formerly.

I wish to know whether you mean to state precisely, that there has been no decrease in the quantity of timber in the home counties?—There certainly has been a decrease of large timber.

Do you not believe that the decrease in the large timber has been gradual?—I think from large falls having taken place that has occasioned the decrease in part.

Do you not believe that, taking the whole of the last twenty years, there has been a gradual decrease in the quantity of timber in the home counties?—Of large timber.

Can you state whether the demand for timber during that time has increased or not?—The demand has increased.

Then do you ascribe the great rise which has taken place in the price of timber to be owing to the increase of demand, concurrently with the decrease of the supply?—I think there is another cause, which is the high price of foreign timber.

What, in your judgment, has occasioned the high price of foreign timber?—The difficulty of drawing supplies from foreign ports, and the additional duties.

From what foreign quarters, if from any, has large timber been usually supplied to this country?—I must beg leave to state to the Committee that the difficulty of procuring fir-timber for the supply of the market here has occasioned carpenters

to

Mr. Christ. Richardson, junior.

to use English oak. It is not fir that I am particularly alluding to, but it is timber generally.

I understand you to say, that the high price of foreign timber of all kinds has produced a greater consumption of British oak-timber, and that the effect of that greater consumption has been to raise the price of oak-timber?—It has so.

Has not the increase in the price of foreign timber been owing to the greater consumption of timber altogether in this country?—It has in part; but there are some ports that we have not derived any supply of foreign wood from; the port of Dantzic, and many others.

You intend to imply, that during past years foreign timber has supplied a good part of the consumption of this country?—It has, in building.

Are not the Committee to conclude that the use of foreign timber, in whatever way, during past years, has spared the consumption of our native oak-timber?—It has.

Then, when you state that there will be a sufficient supply, in your judgment, in all future years, of timber, provided the demand continues the same as it has been in times past; do you mean to take into your account, that part of that demand is to be supplied by foreign timber?—No, I do not.

If the demand has been hitherto supplied in part by foreign timber, and in part by native timber, how can you take upon yourself to say the same quantity of demand will be in future years supplied by native timber at all?—I think it requires a little explanation. I beg leave to state to the Committee, that at the time when foreign timber, such as Memel and Dantzic fir, were at a very high rate, which are principally used by carpenters, they then had recourse to English timber, English oak principally; it is likewise the same in all our large distilleries; if they cannot get Dantzic deals for the making their vats and coolers, they then have the materials cut out of English oak.

I understand you to say, in time past the consumption has been supplied partly by native and partly by foreign timber?—The general supply of the country to the carpenters, is from foreign timber.

Supposing in future there should be a failure in the supply of foreign timber to the carpenters, do you apprehend the oak-timber of this country will be sufficient to supply the whole consumption?—Not certainly, if there is no supply of foreign timber.

Then when you state that there will be a sufficient supply in future years, whether for the purposes of ship-building, machinery, carpenters, or in whatever other way, you mean to assume that there will be a certain regular supply of foreign timber?—Yes, I do.

Has the increase of the price of oak-timber, which you attribute to the scarcity of foreign timber, been increasing of late years, or has it merely taken place at some particular times?—It has been progressive.

There has been less foreign timber imported of late years?—There has been less foreign timber imported of late years.

So far therefore as foreign timber has supplied the market, there has been an extraordinary draw upon our native oak?—There has.

Upon the whole, should you conceive that the price of timber to the grower has increased within the last 20 years, beyond the average increase in the price of other commodities of home produce, or not?—I should think not.

What is the price of timber sold on the ground, by the grower now, as compared with the price twenty years ago?—I should think it is not above two-thirds higher than it was then.

Do you mean to say, that where it was one before, it is three now?—No, I mean to say, where it was six before, it is ten now.

Were you in the habit of buying standing timber at that time?—Yes.

And are so still?—And am so still.

And do you mean positively to say, that the increase in the price to the grower, has not been more than two-thirds during the whole of that time?—I do not think it has.

You speak positively to that, do you?—No, only as far as my recollection carries me, to what the price was then.

Then if any person should state to the Committee, that the price of timber to the grower is three times as great now as it was 20 years ago, that person must labour under a very great misapprehension?—My own opinion is as I have stated it.

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Can you state whether, as prices are now, it is more profitable to the grower to cut down a tree at 40 feet growth, or to let it stand till it becomes 60?—I should think it more adviseable to let it stand till it comes to 60, it will increase more in growth in proportion.

In what time will a tree of 40 feet grow to 60?—I am not prepared with any calculation to state that, but I should suppose in about 20 years.

What would be the prices at the two periods of the same tree, supposing a good soil, and other circumstances favourable?—Timber of 60 feet metings will be at a higher value than that of forty.

There are two trees standing together, one of forty and the other of sixty feet; what would be their prices, supposing them equally good trees?—At ten pounds a load, one would be worth about 8*l.* a tree, and the other would be about 12*l.*

Do you mean round measure or square measure?—Round measure.

Then according to your calculation, the value of the tree increases only 50 per cent. in 20 years?—I think it will increase more; there are other things to be taken into consideration, the top of the tree.

Any thing else?—No; a tree of 60 feet dimensions will have more top to it than a tree of 40 feet.

What would be the increase of the value of the top?—The increase in the value might be from 10 to 20 shillings.

By what sort of measure do you buy the top?—It is sold by the faggott wood.

Committee.]—Do you mean that the tree of the larger growth, would have a top worth 20 shillings more than the other?—There would be an increase from 10 to 20 shillings.

Do you mean that the larger tree would be worth 20 shillings, and the other 10 shillings?—Yes.

Mr. Grant.]—Can you explain how it should be profitable to the grower to let his tree remain on the ground, if that is to be the whole profit he is to make?—I have no documents to go from, but as far as my opinion goes, on good soil, timber will increase in growth very near 10 per cent. per annum.

Would the price of the tree increase 10 per cent. every year?—No; the growth of the tree would increase that in some soils, it would be so in an estate we had, the growth of the timber in six years increased at the rate of 10 per cent. and the trees were from 10 feet to 70.

What should you suppose the annual value of those trees?—Calculating at the rate of 5 per cent. in the growth, and taking the eventual risk of the rise in the markets.

You mean to say, the value of the trees will be 5 per cent. per annum?—No, the increase in the growth of them will be 5 per cent. per annum.

When you speak of the eventual risk of the rise in the market, you take into your account that the timber is likely to rise in the meantime?—Yes.

Then when you state that it is profitable to a grower to let his tree increase from 40 feet to 60, do you mean to assume that the price of timber is rising during the whole interval?—That the price of timber is rising during the whole of the interval.

Then you do not mean to assert, that it is profitable to the grower to leave his tree growing, on any other supposition, than when the price of timber in the market is increasing?—I state the increase in the growth as about 5 per cent. per annum on the measurement of it; and that at the rate at which timber has been sold, there has been an annual advance on it in price.

Committee.]—That is the way in which the instance of 10 per cent. which you state, is to be understood?—Yes.

Mr. Grant.]—You have stated that the quantity of large timber in the home counties has progressively decreased within the last twenty years?—Yes.

Should the demand continue as great as it is now, will it not go on in some measure decreasing?—The large timber will, certainly.

Therefore, as far as large timber is concerned, the consumption of this country is not likely to be so well supplied in future years as in years past?—We are only speaking of the home counties.

Will you answer that question with respect to the home counties?—I think there will never be a want of supply of timber, because there is now a great deal of young timber that at a future period will be fit for the supply.

When

Mr. Christ. Richardson, junior.

When will that young timber become large?—In twenty or five-and-twenty years.

And during the interval before it comes into use, there will continue to be a decline of large timber in those counties?—Of large timber, certainly.

If I understood your answer in your examination in chief, you are of opinion that if 100,000 acres of royal forests are planted with timber for the supply of the Navy, a very bad effect will be produced upon the growth of timber on private estates?—Yes, I certainly think so.

You are aware there is some such plan in agitation?—I have been informed there was.

Then if that plan is adopted, on the assumed principle that the supply of oak-timber from private estates in future will not be sufficient for the consumption of the country, that is a principle in which you do not concur?—I am not aware that Government is going to plant forests from the dread of not getting the supply from the country; that is not what I stated.

Then in your judgment there is no ground for such a dread as that, whether entertained by Government or not?—I think not.

[*Re-examined by Mr. Adolphus.*]

In the examination that you have made of timber in counties through which you have rode, have you looked at it with the eye of a man who has an interest and motive for doing so?—Certainly.

If your examination then was not so particularly addressed to the subject as if you had been going to become a purchaser, was it so directed as to convey certain information to your mind upon the subject?—Certainly.

When you speak of the decrease of large timber in the home counties, is it within your knowledge that large quantities of the largest timber have been drawn from other counties in the same period?—Not in the same proportion.

Is there timber enough, within your observation, advancing to the larger growth, to supply the deficiencies within a short or reasonable time?—I think so.

Supposing a peace to continue for any moderate term of years, I apprehend the demand for the largest timber will be very much diminished in that time?—Certainly.

The wear and tear and renovation of the Royal Navy occasion a great proportion of that demand, undoubtedly?—Very considerable.

And that being spared for a time, timber in progress will have time to arrive to a large size?—Certainly.

The foreign timber and woods to which you have alluded, I understand you to say are principally used for other purposes than ship-building, by carpenters and house-builders, and so on?—Certainly.

Is it within your knowledge that great efforts are making to procure a sufficient supply of that fir and the other timber in this country?—Yes, as far as my observation has gone, there has been very great attention paid to the cultivation of timber.

I mean the fir and woods from foreign countries?—Yes.

Do you believe that the attention paid in that respect will be sufficient to procure a supply independently of a deficiency from other countries?—No, I think not.

Will the supply of fir and timber of that kind be sufficient to make good any deficiency that may arise; I mean, supposing the countries continue to send as much as they can, and there should be a deficiency, will the home-grown fir timber make amends for it?—Yes.

Have you any notion of what quantity of timber has been imported?—No, I believe that can only be obtained through His Majesty's customs, though I believe the quantity is very small now.

You speak of the price of the timber to the grower having advanced two-thirds; is that as you contract for the tree on the ground?—Yes.

Leaving all the incidental charges of felling, carriage, &c. to the person who purchases?—Yes.

I think you stated, you have no certain means of informing yourself at this moment what a tree of 40 feet and a tree of 60 feet will be relatively worth?—No, I have not.

You have not such certain information as you would wish the Committee to rely upon?—No.

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[*Examined by the Committee.*]

How long have you personally been in the business?—About eight-and-twenty years; I came into my father's business when I was about fifteen.

You have stated, that from 1795 to the present time, the prices have increased from 4*l.* to 8*l.* 10*s.* or 9*l.*?—Yes.

You have also stated, that the increase of oak has not been more than as six to ten?—The latter statement was with respect to the growth of timber; I believe the statement on paper, is the statement of prices at which we have sold goods to the yards; the other was a question put to me, asking what I supposed generally was the advance in the price of timber to the grower.

That increase to the grower has been as from six to ten, whereas the increase to the consumer has been as from four to nine?—I am speaking now as a middle man, between the grower and the consumer, and I consider merely in the rough way in which I have made the answer, that the increase to the grower was in the proportion as from six to ten; but I think that increase on the sale must be warranted, when you look to the increased expense which attaches to the conveyance of the timber.

Does not the conveyance of timber enter into your consideration, when you purchase of the grower?—Not always, it does generally; at the time we purchase timber of the grower, we are not acquainted with the charges.

Is there any case in which it enters into your mind that the timber is to stand where it does when you buy it?—No, certainly not.

Do not you make a difference when you purchase timber in different places, of equal value?—Yes, we do.

Then does not that enter into a computation upon the conveyance?—Yes, though not perhaps a correct statement.

Then will you explain why the proportions differ so much?—The grower of the timber has nothing to look to but the advance in the price; he is not subject to the additional charges on the conveyance of it to the market, and that must be the cause of the increased rate.

What is the proportion in which the expense of conveyance has risen?—It has at least risen one half.

Fifty per cent.?—Yes.

And what, do you calculate, is the expense of conveyance upon each load, from a given place?—It must vary according to the situation of the timber. The increase of carriage has certainly been fifty per cent.

Then your increase of conveyance is only as six to nine?—No, certainly.

Then that is not equal to the price of timber in round measure?—No, but there are a great many other objects: the expense of felling the timber.

That is about one shilling a tree?—More than that considerably.

What is the proportional increase of that?—There is such an innumerable number of odd charges to enter into particularly, that I cannot state them; there is an increase in the price of felling timber, in the hatching of the bark, in every thing; and generally speaking, I should suppose at the rate of fifty per cent.

Then you state the whole of the increased expenses to be only as six to nine?—As six to nine.

You have stated, that you have not examined those countries through which you have passed, with a view to future supply?—I have not examined them.

In what way did you examine them?—Merely in observing the quantities of timber growing as I passed along.

Then it is mere conjecture, as to the state of the timber?—Mere conjecture.

Do you know anything of what is the amount of the consumption of large timber in this country?—No, I am not prepared to state that.

Then, knowing nothing about the supply, and nothing about the consumption, will you state how you know there is no probability of there being a scarcity in the supply?—Never having experienced any deficiency, and from the view which I have had in passing through the countries I have mentioned, and from the offers we have regularly had made to us from merchants in the country.

During the whole of your experience, there has been a rise of prices, has there not?—There has.

Do you know to what purposes oak in this country is applied, besides that of ship-building?—It is used by the back-makers, it is used by the mill-wrights.

Is not it used by persons who build commercial shipping?—Certainly.

And in lighters and boat-building on the canals?—Yes.

And

Mr. Christ. Richardson, junior.

And in locks, and those things on canals?—Yes.

In houses?—Very little in houses.

Do you think those purposes have increased within late years?—I think they have.

At what age is the oak when it is applicable to those purposes?—About forty years growth.

Then does not that oak generally give the best price in proportion to its value, where there are the greatest number of competitors?—Yes.

Then has not the oak at that early period a much greater number of competitors than when it is confined only to the Navy and the India purposes?—Yes.

Then do not you know that oak at that age, in proportion to its real value, bears a better price than it does when it is suffered to stand to become larger?—It bears a better price in proportion than when it is larger.

Then is it not better worth while for gentlemen who have oak to cut it at that size, than to wait till it becomes large enough for the purposes of the Navy and large shipping?—Yes, I think so.

You have stated, that if the India trade was carried on in India ships, it would reduce the price of oak very considerably, by reducing the demand?—Yes.

Does not the use of cast-iron produce the same effect?—Yes.

And will not the progressive increase of the use of iron in the building of ships produce exactly the same effect upon the interests of the growers of large timber, than the building ships elsewhere than in England will?—No, I should think not; because in ship-building (I am not a ship-builder myself) as far as I can judge, they must have oak-timber, or other timber; they cannot do with iron only.

Will not the progressive use of iron in the different parts of ships reduce the necessity for large timber; and if the demand was so reduced would not it have the same effect as carrying on the India trade, or any other trade, in ships not built in this country?—Yes, in some small degree.

You have stated that you have seen the finest timber sent to the Ordnance?—I have seen some very fine timber.

You have stated also, that it is very unnecessarily used?—Yes.

Do you know what purposes the large timber is applied to?—I have seen it converted for small purposes, and where smaller timber would have answered.

Do you know that there are things constructed by the Ordnance that require the largest and the best timber?—Yes, certainly.

Do you know that the timber which you saw so converted to those purposes was not the refuse of that which was converted to those great purposes?—I know that was not the case.

Do you know that timber has been used in the way you describe to a considerable extent?—No; I do not know that to a considerable extent, not having supplied timber to the Ordnance myself lately.

Do you mean to speak of its being the general practice of the Ordnance to cut up the best timber for those small purposes to which other small timber would be applicable?—I think the Ordnance go into the market as competitors with the Navy; and that they purchase timber that would do for shipping purposes.

Do you mean to state, that it is the practice of the Ordnance to cut up timber that would be fit for the best purposes of ship-building for axle-trees, and for those other trifling things you have alluded to?—I state that I have seen timber converted for inferior purposes; large timber, when smaller might have done; I do not say generally that they take the whole of the large timber to convert in that way; but I have seen it.

Are you sure that that large timber which you saw so converted was not a part cut off larger timber, which had been converted, or was necessarily to be converted, to those purposes which required the larger timber?—No; they were whole trees that I saw converted.

In how many instances have you seen it?—I should suppose generally, wherever I have been in the neighbourhood, I have seen the timber of that sort converted. I think there is a great deal of timber converted in the Ordnance department that would be more useful in the Navy.

What has led you to this constant communication with the Navy and Ordnance?—From having friends in the neighbourhood, whom I very often visited, and from timber I have seen delivered into the yard.

You have spoken of the import of foreign timber; if the India ships were built in India, would not this enable the country to supply themselves without depending

Mr. Christ. Richardson, junior.

upon any importation?—I should think not. If I understand the question, it is put generally for the supply of the timber for all departments in the country.

It is meant oak only?—I should think there is a sufficient quantity of oak in the country for all purposes.

What do you conceive to be the reason of importing oak from foreign countries?—Great part of that which has come from foreign countries has been shipped by foreign merchants here for sale.

For what reason?—Because they have found a ready sale for it to be used in repairs, and many other ways.

Do you know what the present price per solid foot is of foreign fir?—The present price is four shillings per foot.

The large scantling?—The large scantling.

What was it last year about the same time?—It is stated on the paper I have delivered in; I think it is nearly the same, with very little alteration.

About four shillings last year?—Yes.

Has not it been higher within the last three years?—Considerably.

What was it two years ago?—It was about five shillings a foot.

Was the largest Dantzic fir-timber no higher than five shillings a foot three years ago?—There was not any in the market that I know of.

How long has foreign fir-timber been as high as from four to five shillings per solid foot?—I think it was in the year 1808 that it came up to about four shillings a foot; and I have known it as high as six.

It continued to rise to six?—It rose to six; and I believe it has been as high as seven shillings.

And in the last year it fell to about four shillings?—Yes.

At those periods what was the price per solid foot of British oak-timber, such as is used by Carpenters?—In stating the price of timber, I state it by the cubic foot, foreign oak or foreign fir; but in the price of oak-timber according to metings, it is not a square foot.

What have been the prices, since the year 1808, of foreign oak-timber die square per solid foot?—In the year 1808 there was a great rise in foreign oak, at the latter end of that year.

Relate to the Committee the prices of foreign oak-timber die square per solid foot, from the year 1808 till now?—Quebec oak-timber in the year 1808 was at five shillings per foot; in the year 1809 it was six shillings a foot; in the year 1810 it was six shillings and sixpence; in the year 1811 it was six shillings; in the year 1812 it was five shillings and sixpence. Dantzic oak in the year 1808 there was not any here, and therefore I cannot state the price of it; in the year 1810 it was eight shillings per foot; in the year 1811 it was ten shillings; in the year 1812 it was twelve shillings; those are the only foreign oaks I have the prices of.

Those are kinds of oak that are used by the Carpenters in this country?—No; those are used in ship-building.

Are those kinds of oak used at all, also by Carpenters?—Not at all.

In the construction of houses?—No.

Or the smaller work of houses?—No.

In wainscotting?—No, not at all.

You are understood to have been speaking in your account of prices of die square foreign oak?—Yes, die square.

And that you say is not used by Carpenters?—That is not used by Carpenters.

What is the kind of oak used in the internal work of houses in this country?—The Dutch and Riga oak.

Is that ever used also for ship-building?—No, never.

Did you ever know those kinds of foreign oak which are used in ship-building to be used in the distilleries for the making of vats?—I do not know of their being used.

Have you heard that they are?—I have been told that the Dantzic oak has been.

Do you think that the high price of foreign fir for the last six years has caused oak good for ship-building, to be applied to purposes to which that foreign fir at a lower price used to be applied?—Yes.

To what purposes?—Beams and girders, and for many things for which fir-timber would have been used.

Do you think the change from the use of fir-timber to oak-timber has been large?—No.

Do

Mr. Christ. Richardson, junior.

Do you think that to supply that oak-timber used instead of fir, which itself was good for ship-building, there must of necessity have been a demand for so much British oak-timber for the uses of ship-building, as would replace it?—Yes.

Is there a considerable difference in the price of Riga and Dantzic oak?—I am not a dealer in the Riga oak, and I cannot say.

Do you know generally, whether it is any thing considerable?—I think the Riga oak is not so high as the Dantzic.

You have stated, that there will not be a sufficient supply of British fir to supply the place of foreign fir?—Yes.

Can British fir be applied to the same purposes as foreign fir can?—No.

Then how can it supply the place of it?—I have only stated that it will in part.

It cannot be applied to the purposes of ship-building?—No.

To the purposes of house-building?—Yes, it can.

Not so well?—Not so well.

It is more liable to decay?—Yes.

It gets worm-eaten?—Yes.

Mr. William Preston was called in; and Examined by Mr. HARRISON.

Mr. William Preston.

I believe you are a timber merchant?—Yes.

And your father was a very considerable timber merchant too?—Yes, for some years.

How long have you been engaged in the business?—About seventeen years.

During the latter part of your father's life very principally concerned in fact in the management of the business?—Yes, during the last five years.

With what particular counties are you acquainted?—Most of those round London, such as Essex, Berkshire, Hertfordshire, Sussex.

Do you know any thing of Kent?—No, I do not; some part of Norfolk and Hampshire.

In what state are the counties you have enumerated, as to a capability of affording a supply of the large oak-timber?—I think they are in a state regularly to supply the proportion, as they have done, or nearly so.

And do you mean the large timber fit for the purposes of building ships of considerable size?—Yes.

My question, when I speak of large timber, applies to timber of sixty feet-metings, and somewhere thereabout?—Timber for the largest ships I presume.

Have you been in the habit of obtaining supplies from those counties yourself?—Yes.

Have you, within any certain number of years past, found any difficulty in procuring the supplies you wanted of large timber?—No, not if we had liked the markets, and the prospect of business has been good; we have found no difficulty in procuring it when our exertions were required.

That is, when the contract offered to you, or the demand made for timber, was of a description to tempt you to look for it, you were always able to find it?—Yes that is my meaning.

Do you know of any quantity of large timber now standing in Sussex?—Yes, I do; one fall that I have refused to treat for this season, in consequence of the state of the timber-markets; a considerable fall.

On account of the state of the timber-markets?—Entirely.

Do you mean by that, that you consider the timber market a falling market?—Very much.

Of what description of timber is that to which you have now alluded?—Principally large.

Is it in any considerable quantity?—Twenty thousand pounds worth, I should suppose; from 15,000*l.* to 20,000*l.* and upon a small estate, comparatively speaking.

To what cause do you assign the decline of price?—The state of the business in the River entirely.

Do you consider the business in the River as the only ship-building business that comes in competition with the public for large timber?—Principally that.

Have you furnished any supplies to the Ordnance?—Sometimes.

Of what description was the timber you furnished to the Ordnance?—Some of it very large, it was for mill-wrights work at Faversham and Waltham Abbey.

Mr. William Preston.

That was of a description of work which required it?—Yes.

Have you ever contracted with the Ordnance for any part of their general supply, independent of the circumstance you have alluded to?—Occasionally, but not very considerable; the supply to those works was considerable that year I alluded to, for that description of business.

You have stated to me that there is a considerable supply in the counties to which you have alluded, of large timber?—Yes.

Is the supply, with reference to that which is in a progressive state of improvement, and would arrive in succession at a state of maturity, a supply that would continue?—Nearly so, I consider.

What I mean is, whether the timber in different states of growth is of a description that will go on keeping up a supply for the demand?—Yes, that is my opinion.

If the building of large ships in the river Thames was wholly discontinued, would it, in your judgment, affect the timber-market for oak-timber?—It has already; and I should suppose will very materially, that is my opinion of it; and is my reason for refusing the 15 or 20,000*l.* worth of timber, and other lots, entirely. We have been obliged to sell large timber at such a very reduced price, it has made me wave buying almost entirely in the present state of things.

You have stated that you have lately sold large timber yourself?—Yes, I have.

To whom did you sell that?—To the contractor that has the Engineer's department in the River, his name is Friend.

For what purpose was that used?—For part of the mill-wrights work at Waltham Abbey.

Of what description, when you say large timber, was it as to size?—Seventy feet metings; some of which I had had two years on hand; and had not been able to sell it without it was at such a reduced price; I did not choose to part with it.

During that period did you make any efforts to get rid of it?—Mr. Morris wrote to me about it, but his price was such that I declined to treat with him; he informed me that he could procure a sufficient quantity of timber; any quantity of timber for the money he was offering me.

Your timber therefore he did not buy?—He did not.

How long did you keep it after that?—Four or five months, I believe.

And then you got rid of it?—Very recently to Mr. Friend.

Did you sell it then under circumstances of disadvantage?—No; better than Mr. Morris offered me.

You got a little better price than Mr. Morris had offered you for it?—Yes.

You have stated the counties with which you are particularly acquainted; have you attempted to treat for any timber of Lord Hardwicke's lately?—No, I declined it altogether, in consequence of this change, it was such an inland situation; though fine timber it would not answer the purpose now.

Where was this timber situate?—About seven miles beyond Linton in Cambridgeshire.

Of what description was this timber?—Oak.

I mean as to size?—Large, 70 or 80 feet, some of it 100 feet meteings.

That you call, I apprehend, the finest description of timber for ship-building?—Yes, that is valuable timber.

Was it in considerable quantity?—Not a large quantity, because I used to select the timber out of the fall.

And only take that which would answer to move that distance?—Only that which would answer to move that great distance.

Then in your judgment that lay too wide as to the circle to make it an object to you to become a purchaser of it?—Now it does.

For the London market?—Yes.

Is there any other market that you are aware of, in your knowledge, for any quantity of timber of that size, but the London yards and the dock-yards?—Not that I know of; not of any moment whatever.

The occasional wants for mills and other works of that description, you do not consider as affording any regular market?—No, none; those are quite uncertain and accidental.

Then if the River remains in the state in which it is at present there will be no market at all for that timber, unless it is sold to the Navy at a very depreciated price?—I have declined buying it on that account.

Then

Mr. William Preston.

Then am I to understand the result of your judgment and evidence to be, that the falling off of the ship-building in the River will very materially affect the demand for timber of a large description?—That is my opinion.

Within your experience, has the timber been much more encouraged, and has it been better taken care of than it was formerly?—Considerable; on almost every estate I go on, I find it to be the case.

Is it the practice now upon those estates to select the timber that has grown to a large size, or which has from accidental causes done growing, and not to cut that which is in an improvable state?—Some do, and some cut generally.

But my question is, whether the habit of selecting that which has grown to a certain state of maturity, or any that has indicated that it will not improve, is not in practice more than it was?—A great deal more, and preserving the young timber.

Is there, according to your observation, a sufficient supply of timber in different stages of growth, from the earliest period up to 30, 40, and 50 years, to come in and continue the supply when that which is of a larger size has been carried away by the market?—My opinion is, there is a sufficiency.

Then do you conceive that there is any scarcity now of timber of a good size, for ship-building?—I do not.

Do you apprehend any scarcity of it in future?—No.

[*Cross-examined by Mr. Spankie.*]

The price of timber has been gradually on the rise for the last 15 or 20 years?—For 15 years I can speak to.

The demand for ship-building in the River you say, has been chiefly supplied from those counties you have mentioned?—As far as I have been concerned in the business, it has.

The ship-building in the River for commercial purposes, and for the purposes of Government, has, during the last fifteen years, been very great?—It has, I suppose.

Then do you think the very great consumption of ship-building timber from the home counties, has taken an unusually large proportion of the timber fit for ship-building from those counties?—I think it has had a great supply from those counties.

Do you think that has tended to diminish the quantity of timber fit for building in those counties?—Not upon a general scale, I think.

Do you think that the quantity which will come into use during the next twenty or five-and-twenty years, will be adequate to supply the place of that which has been taken for the last fifteen years?—Not in those counties perhaps, not so soon as five-and-twenty years.

Then you think that there is not so much ship-building timber of the larger size now standing in those counties, as was standing in those counties fifteen years ago of the same age, for instance, 60 feet metings?—No, I should not think there is, at this immediate time.

In forming an opinion that the supply will be adequate to the demand in future, do you take the scale of consumption to be what it has been for the last fifteen years, or as it is at present in the River?—The last fifteen years.

Having stated your opinion, that there has been more cut down in those counties, you must suppose the supply for the next fifteen years must be derived in part from the more distant counties?—In part, certainly.

Are you acquainted with the state of the supply of timber that is likely to be brought into use from those more distant counties?—Only from information.

Then you are of opinion, that unless some such supply were drawn from the more distant counties, there would be some deficiency, upon the same scale of consumption as formerly?—There would be no doubt of that supply, if the price will allow it.

Are you acquainted at all with the extent of the use of oak timber for the locks of canals, and such purposes?—No, only from a general idea; seeing the improvements in the use of canals in the different parts of the country.

The introduction of canals, and the diffusion of them, has contributed to bring to the London market a quantity of timber which formerly, and without those canals, could not have been brought?—I should think not yet, from all parts of the country.

Mr. William Preston.

Do you think that London, and the ship-building in the River and the dock yards, has derived a considerable supply from distant parts of the country by the use of canals?—I do not conceive any very considerable supply; it is mere matter of opinion.

What is your opinion?—That it is not very considerable; not so considerable as to affect the market.

In your opinion, has any considerable quantity been brought by the Grand Junction Canal?—I have had very little to do with it, so that I am not able to speak to it; but my idea is, there is a considerable quantity to come from those parts.

But you do not speak from your own knowledge?—No, I do not, either as to what it has been or what it is likely to be.

When you state that the price has very much declined of late, what is the present price, according to your experience?—I do not know that there is any stated price at this moment; the market is so indifferent that it is what we can get.

You have talked of some of your dealings with Mr. Morris; have you had any dealings with him within the last six months?—Only the circumstance I have stated.

Was that within the last six months?—Yes.

In your opinion, has the price of timber, in the last three or fourth months, fallen more than five per cent.?—A great deal; I have found it so.

Will you state what the actual price is?—I do not know any regular price there is: mine was a transaction of a private nature; if you conceive it necessary to state it, I will do so.

Should you be surprized if I were to tell you that Mr. Morris would buy timber at the same price as last year, only deducting five per cent.?—I had no intercourse with Mr. Morris last year, 1812, and I know nothing of his prices then.

Should you be surprised if a timber-merchant of Mr. Morris's experience, should say the only reduction is five per cent.?—I should expect, if the builders are not allowed to build those large ships, that Mr. Morris would offer us a very different price to what he now offers, a very material difference.

In your opinion, has the price at present fallen much more than five per cent.?—Yes.

Then pray tell us what was the price last year in pounds shillings and pence?—The general price, perhaps, for metings, might be 8*l.* 10*s.*; but I am not bound, nor any other merchant, to sell by metings unless I please, therefore I do not say I sell at 8*l.* 10*s.* neither more or less, but it is much more depreciated than five per cent.

Committee.]—What did you sell at last year?—I sold the greatest part of that timber at 9*l.* 15*s.* that Mr. Morris and I did not agree upon.

What did Mr. Morris offer you the highest price?—He offered me I think 8*l.* 15*s.* or something of that kind, but there was more timber put to it at 9*l.* 15*s.*

Was this picked timber?—No, not particularly picked, it was large timber of course.

It was ordinary timber in its quality was it?—No, it was good timber.

Extraordinary timber in its quality?—It was real good timber.

Was it above that quality of timber which is usually brought to market?—It was above the general average; the size was great.

It is meant as to quality?—The quality was good.

You have a certain rule for enhancing the price, when the size exceeds a certain dimension?—No, not in the plan on which I sold this description of timber; it was a lot without inferior timber in it.

Not entering into the nature of ordinary sales?—No.

The price you asked for it, was far beyond the ordinary price was not it?—I have stated before, that I do not know a market-price; there has been no market-price for some time past.

The price was far beyond what timber of that size and dimensions fetched in that year in the market?—No.

Did you consider it to be of that sort of timber which ought not to be subjected to the ordinary market-rule, which limits the enhancement of price in proportion to the increase of size?—I considered it superior to the general rule.

Therefore you would not sell according to that rule?—No.

Mr. Morris offered you a price, which, according to the ordinary enhancement under that rule, would have been a fair price?—I had not taken that lot under such calculations; I did not chuse to go into the common way of selling.

Because

Because you considered it a peculiarly fine lot?—I considered it a good lot; I have had much better lots; I did not consider it a very superior lot of timber. *Mr. William Preston.*

Why did you refuse the ordinary price?—Because I thought it ought to fetch a better price.

Mr. Spankie.]—When did you sell this lot of timber to Mr. Friend?—About a month since.

You kept that lot of timber two years?—Part of it.

Do not you think yourself extremely lucky to have got a better price a month ago than you could two years ago?—I have had a great loss in holding it.

Having stated it was a very falling market, did not you think yourself extremely lucky to get a higher price a month ago than you could have got two years ago?—I think the article was worth the money I sold it for now.

But is that likely to be obtained in a falling market?—It is a falling price to what the price was two years ago.

What was the price you refused for it two years ago?—I could have had eleven pounds.

You have stated that you have refused several bargains lately?—Yes, I have.

Do you consider that the stoppage of the demand for the Navy, and the sudden falling off in that sort of demand, may have had an extraordinary effect upon the price, without reference to the price in some future period?—I should judge it has had some effect.

Do you think that decrease of price caused by these particular circumstances, likely to be the average price in some months or years hence?—I should apprehend it would be considerably less, without the builders are allowed to build the Indiamen of a large scale.

You have stated, unless the builders are allowed; do you conceive the Bill now before Parliament is to prohibit them from building Indiamen?—Of the large scale, I understand.

To prohibit them?—To prohibit them; or it will prohibit them.

Do you think if the price of timber was to fall considerably it would be any encouragement to building in the River?—I should judge it would.

The converse of that is, do you think, the very high price of timber has tended to discourage ship-building in this country?—I am not able to judge of that; I am not aware that it has.

In your opinion has it a tendency to do so?—I should imagine, if the trade of the country required it, it would not.

You have stated, you are not acquainted with the state of the timber in the more distant counties; have you much personal knowledge of the state of those counties you have mentioned?—Yes; many of them I have.

You have been over them for the purpose of surveying the state of timber there?—Of purchasing in them at that time.

Can you tell us what is the period at which it is most advantageous to the grower to sell his timber?—No; I have never taken that particularly into consideration. It has depended upon whether I liked the timber when I came there. I have only made a general observation on the gentleman's estate when I have been on it.

What class of consumers have you generally supplied?—The private yards.

What class of timber have you supplied them with?—All descriptions of timber.

Has the consumption of timber of about forty years growth been very considerable of late years?—I should think it has up from thirty to seventy years growth.

Do you think there has been any considerable sale of timber from thirty to fifty years growth?—I should suppose it has been on an average fifty years growth.

Do you think that class of timber of from thirty to fifty years growth has entered very much into consumption for the last fifteen years?—I think not; it is not of an age sufficient.

Do you think the high prices have had any influence in inducing growers to bring the timber to market?—Very materially, and taking care of their woods too.

Do you think it advantageous for a grower of timber, on a mere pecuniary speculation, to keep his timber after sixty years growth?—If there is a prospect of a market for it.

Supposing the market to continue as it was last year?—Then I should think the inducement less; that was a very bad year.

Mr. William Preston.

Do you think that 1813 was a very bad year?—Yes; the consumption was much less in the merchants yards than in former years.

Supposing the market price 8*l.* 10*s.* do you think a proprietor of timber would be indemnified by the increase of quantity for keeping it twenty years longer?—I think that price would not be a sufficient compensation for his keeping it if it was very fine timber, and that he ought to have a better price.

Supposing a proprietor could get for his timber 8*l.* 10*s.* for sixty feet meetings, do you think it would be worth his while to keep his timber twenty years till it became seventy, eighty or an hundred feet?—If it was thriving growing timber it might.

Taking the average improvement the timber will make in that time?—Yes, and I apprehend the price will advance also.

But supposing the price did not increase?—Then it would not; I think, perhaps, they would not be induced to let it stand.

From your general knowledge, could you fix any period of growth at which it would be most advantageous for a proprietor to sell?—That must depend upon the state of his timber, and the soil upon which it grows.

Taking the fair average growth of timber?—Fifty or sixty years on good soil.

That is the most advantageous period, you think?—Yes, sixty years.

Committee.]—What would be the general metings of timber at sixty years?—There are some estates where it would grow twice the size of others, that I know myself.

Mr. Spankie.]—You have spoken of the better management of the estates?—Yes.

You do not know any thing of the quantity of planting?—No.

Do you know whether the effect of that better management of timber, of which you have spoken, is likely to give a supply of large timber within a few years, or at a more distant period?—Within twenty or thirty years.

Then, speaking always of the home counties, to which your knowledge extends, where do you think the supply of large timber would come from for the next five-and-twenty years?—On different estates in those counties.

Would that be sufficient for a supply equal to the last fifteen years?—I have stated that supply would be nearly what it has been.

But you think it would fall off in some part?—I do.

[*Re-examined by Mr. Harrison.*]

You said last year, 1813, was a bad year?—Yes.

Did you mean that it was bad as to quantity, as well as reduced price?—Not as to quantity, but the want of market for the article.

That is, there was less sold?—There was timber in the market, but less demand in every way I found, except the government market.

[*Examined by the Committee.*]

Is is not very usual for the purpose of getting timber or any other article cheaper, to represent there is great abundance of it in the market?—I should not say so unless it was so, to any gentleman, and those who know me would not accuse me of it I think.

Is not that very much the custom?—Not with me.

Did you consider that answer which Mr. Morris gave to you a satisfactory proof that there was plenty of timber in the market?—He seemed very indifferent about buying it.

In speaking of the knowledge you have of the counties in which you have been, you did not state yourself to have surveyed any of the estates?—Nothing more than when I have been on the estates.

In riding past to other woods, you have taken notice of the woods you saw on your way?—Yes.

And you have not valued them?—No; only what I have immediately purchased.

When you speak of the state of the countries, it is only from the loose impression you have from seeing it in that way?—Not very loose; there are many of the countries I am so often in that I speak from a real knowledge of them.

You stated that from what you knew of those counties, they could supply regularly the same quantity as hitherto or nearly so; what do you mean by nearly so?—There

—There may be some few thousand loads short in those counties, but the distant counties would more than supply, and from those parts which have not yet been entered. *Mr. William Preston.*

You do not mean they would entirely supply the demand?—Not for some years; not for the course of four or five-and-twenty years.

From the time you have had an acquaintance with those counties, has the large oak gradually decreased?—Rather so, I think.

The next growth has not replaced the large oak?—Not to keep the supply so fully as it has been in those counties, as far as my opinion goes.

Have you reason to think the second growth will replace the large oak less than it has hitherto?—No; I do not think that.

Do you recollect the peace of 1802?—Yes; I do.

You were in business at that time?—Yes.

Is it not incidental to the conclusion of peace, that there should be a fall in the price of oak, or that the market should be some time before it found its level?—It is very fair to expect it.

But from that you do not consider it is to continue to fall?—I consider from that circumstance that it will be still lower than the present price.

If the commercial shipping was very much increased, what effect would that have?—I do not know how far peace might have the effect of reducing the price lower; under those circumstances it might, or not; I am not able to judge of what effect a general peace would have.

Do you recollect that the price fell in the year 1802?—I recollect it fell, but to what I do not carry in my mind.

Do you recollect that the ship-building in that year exceeded any other year?—No.

Upon what does the price of timber depend?—Upon the consumption, and the quantity cut down.

Does not it depend on the proportion the supply bears to the demand?—Of course.

Has not a great deal of timber been brought to market by means of canals?—I understand it has extended the field; but I am not much acquainted with the subject at a distance.

If then the field has been very much extended, and the supply has been in a progressive state of increase, is not it a proof to you that the supply has never exceeded the demand?—There has always been timber for any demand I have known.

But has not there always been a demand for any timber?—Until lately.

Is not a progressive increase of price a proof that the demand has rather exceeded the supply?—I am not able to judge whether it proceeded from that or not.

How do you account for it on any other principle?—I account for it from the expense of cutting the timber, and the carting to market, would add an additional expense to it, and many other circumstances attached to it, the carting of it has been a very material expense for the last four or five years.

Why is that increase for the last four or five years?—From the high price of corn; it has been enormous.

Would that tend to increase the price of timber by round measure from the grower?—Not on the spot.

Would not it have a contrary effect?—Yes.

Has not the price of timber, round measure, increased in spite of that?—Yes.

What was the price of sixty-feet metings in 1812?—I am not able to say exactly; there was a general price then, but I do not apprehend that I sold any of our timber in that way.

You have no knowledge to enable you to answer the question exactly to a few shillings; answer it as near as you can?—8*l.* 10*s.* or 9*l.*; I am not aware of the real price.

Not within 10*s.*?—Not without my books.

Thick stuff answer in the same way?—I cannot without I have my books.

Was the price of 1812 higher or lower than in the preceding year?—I got more in 1811.

How much more per load?—1811 was the year that was the highest, if I am correct; but I cannot ascertain that without seeing my books.

You think in 1811 it was higher than ever it was?—Either in 1811 or 1812 we bought it higher, and sold it so.

Mr. Witliam Preston.

You state you have no apprehension of a future scarcity?—I have none.

Do you know what the consumption is of the large timber?—Not the general consumption.

Then how do you know there will be no deficiency?—As far as my own judgment goes I have no fear of it, nor have I heard any.

Does the price at which you find timber to be had in the market give you a notion of the adequacy of the supply to the demand?—Yes.

Do you judge of the consumption by the ready supply which it finds at a certain price?—By the work that has been done in the River in the year.

Have you any other means of making a general computation of the consumption than by the prices at which you find any quantity of large timber to be readily had in the market?—I consider if the price has risen in the year the consumption has been great.

You mean that it has been great in proportion to the supply, do you not?—Rather more than might be expected, according to the supply.

That you consider when the price is rising?—Yes.

And you consider the contrary when the price is falling?—Yes, I do.

What number of loads of timber do you buy and sell in a year?—About 1,000 or upwards.

This offer that was made to you to the amount of 15,000*l.* or 20,000*l.* how many loads was it?—I was in treaty two years ago for it, and then I offered the gentleman 13*l.* 10*s.* for it; I suppose about 1,500 loads.

Are you acquainted with any very considerable fall of timber off any one estate within the last five years?—Not any very considerable quantity that I have had to do with.

THE following ACCOUNT was read:

An Account of the Expense incurred for repairing Ships of War in the private Yards on the River Thames, in 1805 - - - - - - - - - - - - p. 257.

Navy Office, 5th May 1814.

AN ACCOUNT of the Expense incurred for repairing Ships of War in the private Yards on the River Thames in 1805; distinguishing the Name of the Ship, and the Expense incurred for her Repair, and when and where those Ships were built.

SHIPS NAMES.	Guns.	Expense incurred. £.	s.	d.	When Built.	Where Built.
Lion	64	58,124	8	10	1777.	Portsmouth.
Intrepid	—	38,215	—	1	1779.	Woolwich.
Sybille	44	22,224	7	10	- - -	Captured from the French in 1794.
Iris	32	12,875	2	—	1783.	River Thames.
Standard	64	34,301	8	5	1782.	Deptford.
Flora	36	9,716	17	9	1780.	Ditto.
Stately	64	22,421	13	8	1784.	Northam.
Belliqueux	—	23,720	3	11	1780.	River Thames.
Astrea	32	12,505	14	11	1781.	East Cowes.
Renommée	38	8,282	18	7	- - -	Captured from the French in 1796.
Unité	38	12,143	13	7	- - -	Ditto - - 1794.
Vestal	28	8,790	17	5	1779.	River Thames.
Druid	32	13,360	18	—	1783.	Bristol.
Africa	64	32,208	5	2	1781.	River Thames.
Dictator	—	26,078	15	3	1783.	Ditto.
Thetis	38	20,590	6	1	1782.	Ditto.
Quebec	32	16,735	16	3	1781.	Bursledon.
Woolwich	44	8,362	6	—	1785.	Ditto.
Arethusa	38	14,147	12	5	1781.	Bristol.
Powerful	74	30,065	9	6	1783.	River Thames.
Holstein	64	22,022	—	—	- - -	Captured from the Danes in 1801.

E. Bouverie. *Rob. G. Middleton.* *E. Stewart.*

VIII.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Lunæ, 9° *die Maii*, 1814 - - - - - p. 239.

Mr. Christopher Richardson, junior.

Mr. William Preston.

ACCOUNT - - - - - - p. 257.

Ordered, by The House of Commons, *to be printed*,
10 *May* 1814.

IX.

Select Committee on East India-built Shipping.

Martis, 10° *die Maii*, 1814.

The Right Hon. THOMAS WALLACE, in The Chair

Mr. Edward Ellis, Called in; and Examined by Mr. HARRISON.

Mr. Edward Ellis.

HOW long have you carried on the business of a timber merchant?—About nineteen or twenty years.

Your business is that of a timber merchant, not timber valuer?—A timber dealer.

With what counties are you particularly acquainted?—Hertfordshire, Kent, Bedfordshire, a small part of Essex and Lincolnshire.

Do you know any thing of Shropshire?—No; a neighbour of mine is now cutting a very large quantity of timber there.

You do not know Shropshire from your own personal knowledge?—No.

Those are the counties in which you have been in the habit of principally purchasing?—Yes.

Can you name any particular parts of those counties where there are considerable quantities of timber?—Yes; in Hertfordshire, on the estate of Mr. William Baker, there is a considerable quantity of large timber, and a great deal of growing timber.

My questions apply to oak timber, and to the description of oak timber that you would sell to shipbuilders for large purposes; do you mean that Mr. Baker has a considerable quantity of timber fit to cut, and timber to go on in succession to supply the cutting?—Yes; there is Mr. William Plumer, the Member, he has a very large quantity of timber.

Is the timber you are now speaking of, timber in woods, or timber scattered over the estates?—In woods and fields.

Not ornamental timber near their houses, in the parks, but timber that they could cut without hurting their places?—Certainly.

Then am I to understand you, that these gentlemen have timber so situated as to be fit for the use of the timber merchant, not the ornamental timber in the parks, but generally over their estates?—Over their estates they could cut a great quantity; I should think, Mr. Plumer has got, if I were to say forty thousand pounds worth, I should not be mistaken.

Is it the practice now to select the timber in cutting it, not to fell it altogether, but to cut that which is fit to cut, leaving the rest in a state of progress?—That is the general practice, except where a gentleman wants to raise money.

Is it now more than it was, the usual practice to select in that way?—Yes; it is.

Is the timber which you have been describing, timber of that description?—I have been describing Mr. Plumer's timber to be of that value, supposing it was all valued.

Of timber fit to cut now, leaving that which is in a growing state to improve, what quantity, in a rough way, would you state Mr. Plumer to have?—I should think he might cut twenty thousand pounds worth.

Committee.]—Have you looked at his estate with care, with a view to this?—I live very near it.

Mr. Edward Ellis.

Have you looked at it with care, with a view to this?—When I have rode through the estate: I have never measured a tree.

Mr. Harrison.]—But have you looked to see what was fit to cut?—Yes, and often wished to cut it down.

As a timber merchant, I take it, you seldom pass through a wood without casting an eye upon it?—That is our trade, and we generally have our views about us. I would not grudge riding two miles to look at a wood, whether I purchased it or not.

You cannot state particularly the aggregate quantity any man has, without you mark it and measure it?—No; it is impossible.

Though you cannot state that accurately, I apprehend your experience as a timber merchant, if you have seen a wood, and rode through it, and viewed it repeatedly, will enable you to form a judgment what it is worth?—Yes, and I think I speak within bounds.

I understand you to say, that you thought Mr. Plumer might cut twenty thousand pounds worth?—I should think he might.

Do you mean twenty thousand pounds worth, taking out the timber that would supply the timber merchant, and leaving the small?—Yes, I think he might cut that quantity.

Is timber now a falling market?—Yes, it is undoubtedly.

Without tying you down to any particular sum, what would you state to be the prices per load, with a view to that valuation?—I should think, round measure, lop and top, it would be worth twelve pounds or twelve guineas a load; I have never made any calculation.

Committee.]—It is about fifteen or sixteen hundred loads?—Yes, I think it is; this is taking the timber all over his estate.

Mr. Harrison.]—At Mr. Baker's, what amount of timber would you say there was there?—The same sum, probably.

Speaking of the same description of timber?—Yes.

Can you name any other place?—Lord Salisbury has a great quantity of timber, in his park particularly.

I do not wish you to give the parks?—He has cut some in his parks.

Of what description?—Very large timber.

Timber, I suppose, that was spoiling?—Timber that had done growing years ago, that would never have been any better. I have purchased a great deal out of his park myself within these very few years; the last, I think, was three years ago.

Of what size was the timber, on the average, which you had from that park?—I should suppose what I purchased was from forty to fifty feet.

Committee.]—Round measure?—Round measure; it would mete at forty feet. Lord Salisbury has a vast deal of woodland, where there is a very fine succession of timber. I suppose he cannot have less than fifteen hundred acres of woodland.

Mr. Harrison.]—Is that oak entirely, or mixed wood?—I think it is oak almost the whole of it, which he cuts part of every year, in regular succession.

He is thinning with a view to take out what is fit to cut, and leave the rest to improve?—He thins every year in the woods.

Committee.]—Do you know what quantity he cut last year?—Yes; I can tell what he cut last year, and what he cut this, because it was sold by public auction not a fortnight ago; last year he cut about two thousand pounds worth, and the same this.

Of good sized timber?—No, it was not large timber.

Mr. Harrison.]—Lord Salisbury was thinning this oak wood?—He cuts every year.

And in that thinning, does he thin it out with a view to its future improvement?—He does not clear it away, he thins it.

Then when you say he thins it out, am I to understand, that in so doing he necessarily takes trees that otherwise he would not cut for shipbuilding purposes?—Yes, some of it.

Therefore there is a small description of timber as well as large?—This timber, that he cuts, is principally plank timber, of course of rather a small size.

Committee.]—Of what age is it?—I cannot pretend to say.

Mr. Edward Ellis.

Mr. Harrison.]—It is plank, fit for shipbuilding?—Yes, some of it perhaps is not fit for that, but the great bulk of it is.

The greater part of that is fit for planking?—Yes.

That is rather of a straighter description, and cut younger than the other timber for a ship?—Yes, it is.

Do you mean to say, that the plank required for a ship of 74 guns is the same as for a small vessel?—No.

Committee.]—Do you know whether it requires the same plank for a 74 as for a small vessel?—There is a regular scale for plank.

Is not there more thick stuff in a large vessel?—Yes, all above four inches is called thick stuff.

Then it does require more thick stuff in proportion for a large ship than for a small one?—No, not more in proportion.

Mr. Harrison.]—Is there, in cutting plank, a regular scale of length and breadth, and different thicknesses?—Yes, there is; at so many feet long it should be so many inches broad at the top end.

I believe you cut plank yourself?—I do.

Will you be good enough to state, what is the scale of breadth and length?—It should be ten inches, and no less; but sometimes we run finer.

The proper breadth should be 10 inches, to what length?—Eighteen feet is the shortest length for 10-inch breadth; but we are not bound to cut it to that; that is the scale, but we are not bound to cut it at that; sometimes we cut it rather finer than that.

Committee.]—Give the scale of each description of plank?—It is the same for all description of plank, whatever the thickness may be; it should be 10 inches; they will take it as low as 9 inches broad.

Mr. Harrison.]—It is not the same breadth at both ends?—No.

We understand you to say, it is sometimes cut as low as nine inches broad; but if the timber, out of which you are cutting allows it, you cut it ten?—Yes, and sometimes broader than ten; eleven inches sometimes.

That you have stated to be upon a length of 18 feet?—Yes, that is the shortest length; we may cut it as much longer as we please; we are not tied for length.

Is that the shortest length at which you ordinarily cut the thinnest plank; three inch plank?—No, sometimes longer than that; just as our timber may turn out.

May you cut timber of three inches as low as eighteen feet?—Yes.

What is the ordinary length into which you cut four-inch plank?—As much longer than that as we chuse.

But is there not a length for four-inch plank, below which you do not go ordinarily?—There is none less than eighteen feet, I apprehend, for four-inch plank.

Then for thick stuff what is the length?—No plank should be cut less than from nine to ten inches broad at the top end, and eighteen feet long.

Committee.]—Does the thickness make any difference in the rule as to length?—No.

Mr. Harrison.]—Do the woods that are planted pretty thick originally, and which require a good deal of subsequent thinning, produce a straighter and more regular growth of timber that cuts more readily into plank?—I cannot speak to that; the timber in some woods plants itself, the acorns fall and strike root, and become trees in time.

Is Lord Salisbury's woodland of that description; is it a natural growth?—It is a natural growth of wood.

What other timber are you acquainted with?—Mr. Hill's; he has a large quantity of timber, some in woods, and a large quantity in his park; some of which has been cut down, but not for the last ten or twelve years past; I believe he has a large quantity of woodland, and he cuts timber every year, and I in general purchase it of him; last year was the first year I entered into an engagement with him.

Has he some quantity of large timber, and timber that will come into successive cutting?—He has a good deal of large timber about his estate, in different directions.

Mr. Edward Ellis.

And he has woods of a description that will afford a succession of cutting of large timber?—They are fine growing timber.

Will you name any other person?—Mr. Gausen, who lives at Bell Bar near Hatfield; he has a large quantity of timber of a good size, and fit for cutting; some of which he cut last year; this year he has declined on account of the price looking downwards, I imagine.

Last year he cut, and this year he is not cutting, you suppose on account of the price going down?—Yes; because I know some gentlemen in our neighbourhood have not cut on that very head, because the price is depreciated.

Is Mr. Gausen's timber of a large size, and timber coming into successive growth?—A great deal of it is about his grounds, field timber; and a good deal in woods.

In that part of Hertfordshire, in the direction you have been speaking of, about Bell Bar and Berhampstead, and that way, is there a great deal of timber?—Yes.

In fields, and every where?—Yes, there is a great deal all over the country.

It is what you call hedge timber, that which is in fields?—Yes.

And there are also small woods, intermixed with the fields?—Yes.

And little angles and things of that sort of wood?—Yes, there are; scattered about.

Can you enumerate any other?—Yes, there is a Mr. Meetkirk; he has some large timber standing about his grounds, which might be taken down, if he chose it, about his fields and parks; and Mr. Meetkirk could cut two thousand pounds worth of timber now.

Annually?—No, not annually.

But he could cut that quantity now?—Yes.

He has not woods affording successive growth?—Not many.

Any other names?—There is Lord Cowper's, which is a very woody estate, with fine growing timber.

Is his estate wooded in the way you have been describing; that is, in hedge rows, and small woods intermixed?—Hedge rows and large woods.

Has he any park timber, or is his all hedge row and wood timber?—He has some little park timber, but not much.

Is his large timber, or growing timber?—He has some large timber, and a great deal of fine growing timber in the woods and fields.

When you say, a great deal of fine timber growing, of what age is that timber, with a view to its coming into a state of cutting in succession?—He cuts every year, and can cut for ever, if he cuts as he now does, by thinning of it.

Committee.]—Do you know the amount of his cutting in a year?—I buy his timber.

What is the amount of it?—Some years he uses a great deal for his own repairs.

Upon an average, what is it?—Last year I might pay him fourteen or fifteen hundred pounds; but then he uses a great deal of timber.

What do you suppose is the whole of his fall in a year?—I should think 2,000*l.* worth a year.

How many acres of woodland do you suppose there may be on this estate of Lord Cowper's?—There is one wood of one hundred acres.

How many in the whole?—I should think he may have two hundred acres or more of woodland, I should think he has; I am speaking as near as I can judge.

Mr. Harrison.]—Besides his hedge-row timber?—Yes.

Committee.]—And you suppose he sells 2,000*l.* worth a year from that?—I do not know that it would average that for the last seven years.

What would it average?—I cannot possibly tell that, without I had my books to refer to; I am not prepared to answer a question of that sort, I did not suppose I should be asked it; I could tell you what I paid him.

Cannot you state it roughly?—I should think 1,500*l.* a year.

Mr. Harrison.]—You have stated now the names of a number of gentlemen; and also that there is a great deal of general wood over that part of the country?—Yes; and many small lots of wood that it would be useless to enumerate; the county of Hertford is very flourishing for timber, it is a good soil for it.

Is the timber found in that part of the country the natural growth of the country, and not planted particularly?—There is some planted, certainly.

But

Mr. Edward Ellis.

But it is the natural growth of the country in most cases?—I do not think they plant so much there as in other counties.

What is the next county you have named?—Lincolnshire.

Will you state the names of persons in Lincolnshire who have wood estates?—There is a gentleman of the name of Turner, in that county, who has a wood of, I believe, 120 acres; out of that 120 acres, I believe, I have purchased about 8,000 *l.* worth of oak within these three years.

Of good sized oak timber?—No; we selected the smallest, and some of that which was dead-headed, and had done growing.

What you bought was the thinning; that which had done growing?—Yes; and the remains of that timber in that wood, if Mr. Turner was disposed to sell, I would give him 30,000 *l.* for.

Committee.]—To take it all?—To take it all; I offered him 30,000 *l.* for it, and he was astonished; he did not think, I suppose, that he had one-third of the value in that wood; it is the finest succession of timber that I ever saw in that country.

As yet he has done nothing more than thin it?—No; and what I had was the smallest of the timber.

With a view to the improvement of the remainder?—With a view to the improvement of the remainder. I have rode through the Duke of Ancaster's estate at Grimsthorpe, and seen a great deal of large timber growing.

That is ornamental?—No; he cut a great deal of that two years ago.

That is timber he is in the habit of cutting?—No, I believe not, within two years; there is a great deal remains.

Can you name any body else?—The Marquis of Exeter, near Stamford; he has a large quantity of timber in his park.

Has he any that is brought to market?—No; there is a great deal of timber at the Duke of Rutland's, at Belvoir Castle.

Is that in his park only, or in woods and fields?—Park and grounds, fields and woods.

Now go to Kent?—There are the Church woods, in Kent, near to Canterbury; I am told there are 10,000 acres of woodland altogether.

Have you yourself seen them?—Yes; I have myself some timber in those woods now.

They go by the name of the Church woods?—Yes; partly belonging to the Church, and partly to different gentlemen.

Sir Edward Deering, part of it belongs to, I believe?—I believe he has some property adjoining; there are 10,000 acres of woodland altogether, belonging to different gentlemen; and there is a great deal of fine growing timber in those woods; I have three or four hundred trees in those woods, now cut this year.

Is part of that timber of a large size in those woods?—Some trees are from forty to fifty feet round measure; it is not all of that description, there are some trees twenty feet and thirty feet; but I believe the largest I have bought is forty-five feet. I do not think there is any thing bigger than that; there are larger trees in the wood, but not among those I have purchased.

It is shipbuilding timber?—Yes, some is fit for the frame of the ship; other is fit to saw into plank.

Committee.]—What will a round measure, forty-five feet, turn out in square measure?—About sixty-seven feet metings.

Mr. Harrison.]—Trees of forty-five feet round measure you would state to mete at sixty-seven feet?—Yes, trees at forty-five feet will mete sixty-seven feet, of course.

I think you stated, there was a great deal of timber in those woods of thirty feet, twenty feet, and different sizes below it?—Yes, different sizes.

It is wood of all ages?—Yes, and it is cut a certain number of acres every year; it is thinned.

It is thinned according to the modern practice; the timber fit to cut is taken out, and the rest left to improve?—Yes, the same as I have observed in other parts of the country.

Have you purchased in an adjoining wood to the Church wood?—Yes, but the gentleman's name I do not know; it was of his agent I purchased.

What is the name of the agent?—His name is Waithman; he lives at Ham, near Sandwich.

Mr. Edward Ellis.

Are the woods you have been describing natural woods?—Natural woods, within three or four miles of the sea-side, parts of those reach ten miles into the country; of course 10,000 acres would extend a great away.

Can you name any other woods you are acquainted with in Kent?—No, not that I have purchased any thing from.

What is the next county you mentioned?—There is Bedford. I have purchased a great deal at different times of Sir George Osborne, and he has a great deal of timber now growing on his estate.

Of what description is Sir George Osborne's timber; is it timber in woods and in fields?—A great deal of wood timber, and a great deal of field timber.

Of natural growth, or planted?—Natural growth.

Is it timber cut in succession as it arrives at maturity, or of what description is it?—I have not purchased any of Sir George for the last four or five years myself; but I understand he cuts some timber regularly every year, which he sells to the country people, country carpenters and wheelwrights; it is consumed in the country.

Of what description is the timber you bought of him, when you did purchase?—Principally large timber, from thirty feet to one hundred.

Round measure?—Round measure; he has a great deal of woodland; what number of acres I cannot pretend to say; and he has a great deal of fine timber in the woods.

Will you mention any other in Bedfordshire, with which you are acquainted?—The Duke of Bedford has also a large quantity of timber, but to what amount I cannot say; I never purchased any of him.

In the park and about the lands?—Yes, in the park and about the country.

Is any of that timber of a large size, and coming on in succession?—The woods I never was in; there is no succession in the park.

Any other?—There is at Lord Bute's a good deal of fine timber, but to what amount I cannot say.

Is that in woods and fields?—In woods and in fields.

Any other person?—No; there is a gentleman's estate in Hertfordshire which I omitted, Mr. Mellish; I omitted to name him among the rest.

Of what description is his wood in Hertfordshire?—Very fine wood a great deal of it, perhaps there are 30,000*l.* worth of it.

What is the next county?—I have been in the habit of riding through part of the estate of Lord Hardwicke in Cambridgeshire; I never purchased any timber there, but there appears to be a great deal of timber on his estate, and he might cut a great deal.

Of what description is his wood, in woods and hedge-rows?—In woods and in fields.

You have not bought of Lord Hardwicke, but you know he has a large quantity?—A very large quantity; we call it a very large woodland estate, and very fine timber upon it.

You mean timber of a large size, and timber growing?—Yes; timber fit for felling now, and a succession; there is a great deal.

So that he might cut large timber now, and go on cutting large timber regularly?—He might.

Any other part in Cambridgeshire are you acquainted with?—No, I do not recollect any other; I have purchased of Sir Thomas Wilson, in Essex, and he has some woodland with very good timber on it, but I have not purchased of him for these six or seven years.

From the knowledge you have of the counties you have enumerated, is there, in your opinion, any scarcity of large timber?—No.

Do you apprehend any future scarcity; is the quantity coming up, in a state of growth sufficient to keep up a regular supply for cutting?—It would depend upon what a gentleman likes to cut on his estate; there is enough for what the demand is likely to be.

Is there timber of different ages to regularly come into cutting in succession, if it is properly cut?—Yes; that is my opinion.

If it is cut fairly, taking only that which is fit for use, there would be a succession?—Yes.

Have you ever found any difficulty yourself in procuring any quantity of large timber you might want to supply your customers?—In my own connections I have always had a tolerably good supply.

From

Mr. Edward Ellis.

From your own connections?—From my own connections.

Then am I to understand you, that you have always been able to supply your customers, without any particular looking out for timber, or going beyond your own connections?—Yes; I am not in the habits of going far; any further than I have told you; I go into any county, if a gentleman makes me an offer of timber.

I think you have stated that timber now was a falling market?—Yes, it appears to be so.

To what cause do you attribute the fall?—There is no employment to the shipwrights; no ships whatever building upon the stocks.

You have not the usual demand from the gentlemen in the River, who used to buy considerable quantities of large timber?—No; nobody wants any; there is nothing doing.

There is nothing doing, and there are more sellers than buyers, and of course the market will fall?—Yes; I should have told you, there is a large quantity of timber felling in the county of Kent, near Tenterden, sold in Chancery about three weeks ago; between two and three thousand trees, of very good sizes.

Committee.]—What price did that sell at?—I was not at the sale, and of course am not able to speak to the prices.

Mr. Harrison.]—Do you know of any other market for timber of a large size, that is generally used in building Indiamen and men of war, but the shipbuilders in the River, and the naval dock-yards?—No.

Will any casual quantity that may be wanted for mills, or other works of that sort, produce any regular demand, that you consider a market?—No.

Then your regular markets you have stated to be the naval dock-yards, and the building in the River large ships?—Yes.

If the building of those large ships should be removed, what effect would that produce upon the market for timber?—I conceive that would tend to make timber very cheap; I cannot pretend to say what price it would be at; but very cheap; there would be no use for it.

There would be no competition in the market?—No competition.

But you cannot state what effect it would produce upon the price?—No.

[*Cross-examined by Mr. Spankie.*]

You have spoken of various counties with which you are acquainted, how long have you known the county of Hertfordshire?—I have been in the county of Hertford ever since I was three years old.

But since you began to view timber to dealers?—Nineteen or twenty years, I have been in business myself.

When you first knew Hertfordshire, was not there a great deal of timber in it as well as now?—Certainly.

Then taking the comparison as nearly as you can make it, do you think there is now more or less than there was nineteen years ago?—I should think there is not so much now as there was nineteen years ago, by any means.

How long have you known Lincolnshire?—Only since the year 1810.

So that you cannot make such a comparison with respect to Lincolnshire?—I have only known it from that time to this.

Then you cannot speak from any comparison, whether the quantity of large timber is increased or decreased within these 19 years there?—No; I know no more of it than the spot I have spoken to.

Your acquaintance with Kent, as a dealer, is but recent, I believe?—Only within this last year.

Then you cannot speak, from personal knowledge, of the demand which has been supplied from Kent within the last 19 or 20 years?—No.

You have only spoken of this Church land?—Only the Church land.

How many miles have you come to prove there is some wood in Kent?—I live at Hertford; it is only twenty miles; and in the Church woods I think there is a succession for ever, if they cut it regularly.

Have you any notion of the general consumption in the River during the last fifteen or twenty years?—No; what I had to sell I found a market for and was content, and returned home and bought more, if I could. I never made any inquiries what the consumption was.

Mr. Edward Ellis.

Up to the year 1813, you found the market rather a rising market than a falling one?—No; 1813 I do not call a rising market.

Up to the end of 1812 it was a rising market?—Yes.

Committee.]—In short, your falling market only begins with the last year?—Within the last eighteen months timber has been decreasing.

Mr. Spankie.]—You stated your knowledge of Bedfordshire; how long have you known Bedfordshire?—I have known Bedfordshire a great many years.

How many years?—Twenty years.

And no doubt there is a great deal of timber in Bedfordshire?—A great deal.

I think you stated a great deal of the timber of Sir George Osborne was of that kind that is consumed in the neighbourhood?—Yes, but he cuts but little. Twenty years ago, in my father's time, he cut more; and since that time there has been but little cut; of course his estate must be in an improved state.

Have you known any considerable falls in Bedfordshire within the last nineteen or twenty years?—No, nothing very considerable; very little, I believe.

From making a general comparison upon the same principle as with respect to Hertfordshire, can you say whether there is more or less large timber now in Bedfordshire than when you knew it first?—I think there is as much; and I think I should be warranted in saying there is more; for it has been increasing in size, and there has been very little cut.

Is your knowledge of Bedfordshire very extensive?—No; only Sir George Osborne's, and that immediate part of the country.

Have you known much of Cambridgeshire?—No, only in riding through Lord Hardwicke's estate. I never purchased any timber there; I only know there is a great deal of timber standing on his Lordship's estate.

Can you speak from any personal knowledge of Cambridgeshire, whether there is more timber of a large description there than there was twenty years ago?—No, I should think not more; but being at a distance from London, there has not been much cut out of Cambridgeshire.

Can you tell us whether the supply of London has been drawn much from Cambridgeshire?—Very little, I should think.

Has the demand for the River and the dock yards been much supplied from Bedfordshire?—No.

Has the demand for the River and the dock yards been much supplied from Lincolnshire?—No.

Such timber as is supplied from Bedfordshire and Lincolnshire goes to their own Outports?—A great deal of it goes to those Outports.

So that there has been a demand for timber from the Outports in those counties?—Yes.

You cannot at all make an estimate of what that demand was?—No, I cannot.

Cambridgeshire, I think, you have only known for two or three years?—I have only rode through during that time.

So that as to the state of the timber there you cannot speak prior to that?—No.

You say you are not at all acquainted with the quantity of demand in the River and dock yards?—No, I am not.

That demand was chiefly supplied from what are called the home counties?—I believe so.

Your tour to Lincolnshire perhaps arose from finding it not quite so easy to get timber in the adjoining counties as in the distant ones?—No, not on that account; I go into all the counties.

Do not you prefer to buy timber near where you are to consume it?—No; I buy it any where, where I can buy it for what it is worth.

Committee.]—You give less for it at a distance?—Yes.

Mr. Spankie.]—You have been asked, whether you think, if the building of large ships in the River were wholly discontinued, there would be any demand for timber fit for shipbuilding?—No, I think there would not.

Then suppose, instead of building two or three or four large Indiamen in a year, they were to build a dozen 500 ton ships, would not that create a demand for shipbuilding timber in the River?—There would be a demand, but not a very extravagant one.

Would not so many ships of a smaller burthen cause pretty nearly the same quantity of demand, with the same quantity of tonnage in a larger description of ships?—Ships of 500 ton will take very little timber. *Mr. Edward Ellis.*

With respect to the general consumption of the country, of course, you do not know any thing?—No, it is impossible.

On what scale do you calculate the wants of the country?—It is a sort of thing I have not made any calculation upon, and am not able to answer the question.

You have some data or other?—No, I have not.

Then your opinion of there being no scarcity, amounts to nothing?—I am convinced there is no scarcity.

You say there is no danger of a future scarcity?—No.

When you say there is no danger of a future scarcity, what sort of timber do you suppose to exist in that futurity?—I should suppose, in the first place, as we are now likely to have a peace, the navy will not want much recruiting; I think our navy is in a very fine state, and we shall have very little occasion for any seventy-four gun ships.

With respect to the merchant shipping?—With respect to the merchant service, there will not be so many ships wanted in the time of peace.

In your opinion, our trade will fall off in consequence of peace?—I should think there will not be so many ships wanted.

And it is in consequence of your supposing that we shall have occasion for fewer merchant ships, that you state the consumption of large timber will be fully supplied in future?—That is my opinion.

If you thought there was to be a great increased demand for merchant shipping, would that have the effect rather to keep up the price, and to cause a greater consumption of shipbuilding timber?—Timber would keep at a fair price; timber will never be at the price, I hope, again, that it has been; I think it has been too high, like other things.

To what do you ascribe the too high price of timber?—Gentlemen have been giving sixteen, or seventeen, or eighteen pounds a load for timber; that was too much, I think.

What, in your opinion, has made it bear so high a price?—In the first place, there are a great many more timber dealers than there ever used to be; of course, every one wishes to purchase what he can, and perhaps at sales one man may oppose another, and bid wantonly.

But do you think it would be the interest of that numerous body of timber dealers to outbid each other, unless they find some consumers of timber ready to give them a price for it?—When some people go to sales of timber, sometimes I should suppose they go out of opposition to one another.

Do you think that would have an extensive operation on the price of timber?—Yes, I think it would.

In your opinion, has that been the most efficient cause of the high price?—Yes, I think it has.

You think that has had a higher influence on the price of timber, than the great quantity of shipbuilding in the River, and in the dock yards?—Yes, I think it has.

We have been talking of round measure; you said 18 *l.* a load; what do you conceive to be the proportion between square measure and round measure?—One-third more; fifty feet round measure will make seventy-five feet square.

So that twelve round is eighteen square?—Yes.

In your experience, as a timber merchant, what proportion then of the timber which you have sold for shipbuilding, has been of the fullest growth; can you state that?—I cannot state that.

Can you tell us, whether there has been a considerable proportion of the timber, with which you have supplied the merchants, under or over sixty feet metings?—It is impossible to answer that question; one cannot charge one's memory with it; I might tell you last year, what the metings of the timber was; but for years past, without referring to books, it is impossible.

Do you think that the very high price of timber has induced proprietors of timber to let it go to market sooner than they otherwise would have done?—In some instances, gentlemen have been induced to cut, in consequence of high prices.

Do you know any instances, in which they have been induced to cut growing timber, at from thirty to forty feet metings?—In falls of timber there is timber of all sizes.

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Do you know any particular instances where the large proportion of timber cut, has been of that description?—No; in general gentlemen select what has done growing; they generally wish to do that, and practise it.

A judicious proprietor of timber would cut it gradually, and thin it?—Yes.

Can you state, whether you have known much timber sold before it has come to perfection, not timber that has done growing, but timber which if allowed to remain twenty or thirty years, would greatly improve as timber?—No, I do not know that I have; in general gentlemen select that which they consider most fit for cutting, that which has got to the best.

Committee.]—You mean by that, that which has done growing?—When we see a tree with a dead bough about it, we consider it as getting worse.

Mr. Spankie.]—Not speaking of ornamental timber, do you think that a gentleman who has wood for the purpose of profit, as part of his estate, would let them grow longer than was for his interest to sell them?—It is a question I do not know how to answer.

Do you think his interest would not induce him to sell?—I think the high price has induced gentlemen to cut without waiting for a full growth, in some instances.

Can you tell us, from your knowledge and experience, at what age a tree would produce most profit to an owner?—No, I never made any calculation.

In your observation, has the hedge-row timber increased or diminished in the counties with which you are acquainted?—It is increasing; it is a custom in the part of the country I live in, in Hertfordshire, when hedges are fresh laid, to give the workmen a certain something to preserve all the young trees which they may see in the hedge, instead of cutting them down with the axe, of course there is a great number of trees in the hedge rows getting up; in some places they give as much as a shilling a piece to the workmen.

I want to know, whether from your observation, there is a greater quantity or a less quantity of trees fit for the purposes of shipbuilding, now standing in the hedge rows than was formerly?—Not a greater proportion, because some have been cut.

I mean to ask, whether timber, in a state for shipbuilding, is in more plenty in the hedge-rows than it was 20 years ago?—Not more plenty.

Is it less plenty?—No, I think there is a very good supply of it.

That is a general answer; but I want a particular answer to this question; whether, in your opinion, there is more or less timber now standing in the hedge-rows than formerly?—I think there is not more; and I think there is about as much.

[*Re-examined by Mr. Harrison.*]

You have been asked, whether the quantity of the very large timber has not diminished of late, within the last 10 or 15 years, and I understood you to say it had rather diminished; that is, there is rather a less quantity of a very large size in the home counties?—I think there is rather less.

Have not you observed in your dealings with great shipbuilders, that they have not, of late years, required in any given quantity of timber, so large a proportion as they did formerly of a very large size?—He will take a larger proportion of rather an inferior size than he did formerly.

If at any period any one of your customers had required you to get a larger quantity of very large sized timber, could you not always have procured any quantity he wanted?—I could have procured the quantity in my own connections.

Then you have never had any difficulty in getting timber of any size your customers wanted?—No; and I could further say, that my business has increased rather than diminished.

Was there, about three years ago, about 1811 and 1812, a considerable sudden demand for timber?—There was.

Would that, therefore, influence the price as well as the circumstance you mentioned, of there being more buyers and more competition?—Yes.

[*Examined by the Committee.*]

On the estates you have been speaking of, do the trees of a very large size bear any considerable proportion to the whole quantity of timber?—On the estates I have alluded to, there is principally large timber.

Have you meant to say, that Mr. Plumer and Mr. Baker, and those gentlemen you have named, could cut down 20,000*l.* worth of large timber without touching any other?—Yes.

By

Mr. Edward Ellis.

By large timber what are the smallest metings you have in your mind?—We call large timber 40 feet and upwards, square measure.

It is meant to speak of trees not less than 60 feet square measure; can you give the Committee any general average of the proportions that are found of those trees in a wood of any given extent?—No; I cannot.

Can you say the amount to one tree in a hundred, or five trees in a hundred, or any thing of that sort?—No; it varies so much.

Can you give us any proportion in the lots you have stated?—No; I cannot.

You have stated, that there were a considerable number more dealers in the timber trade than when you first knew it?—A great many more.

You think that very plain to any man who knows the trade?—I believe that is very well known.

There is a good deal of capital in the trade, a good deal of wealth and many substantial traders?—I believe there are.

More than when first you knew it?—No, I do not know that there are more.

As many?—Yes; as many.

And a great increase in the whole number of the trade?—A great increase in the number.

Of course the whole quantity of timber bought by the trade in the year, must be increased from the time you first knew it, considerably?—I do not know that that is the case.

If there be the same number of substantial traders, and an increase in the number of traders, is it not probable there has been a great consumption?—On account of the increase of timber, I should be perhaps inclined to buy more, if it was not for the high price.

The selling price has been as high as the buying price?—No.

What is the reason of the difference?—Because, I think, there are a great many people who have sold timber, and never saw the money for it.

How long has that state of trade lasted?—Ten or twelve years.

And yet the trade has been increasing in number?—Yes.

And the price of wood increasing too?—Yes, from the cause I have stated, I think.

It should be your opinion then, that within the last ten or twelve years the encouragement to the grower has not been a great quantity of shipbuilding, but this competition among the dealers in the market?—They have been outbidding each other.

And so far forth have occasioned a further encouragement to the grower?—There has been a great deal of timber cut on account of the high prices, as I before stated, there is no doubt.

It is not so much to the state of shipbuilding as to the state of that competition, that you attribute the high price to the grower?—There has been a great demand; but, I think, the high price is owing to so many people being concerned in the trade.

And that must in time fall off, or else the trade will be ruined by it?—No doubt of it.

When first you knew the trade, was there any supply at all from counties so distant as Lincolnshire and Cambridgeshire?—I do not know; I have not been in the habit of going into those counties till within the last four or five years.

That wood of Mr. Turner's, measuring 120 acres, if you were understood rightly, produced 8,000*l.* in three years, and what remained you would have given 30,000*l.* for?—Yes.

Had there been any cutting before that three years?—A very small quantity; I do not know what it was; but very trifling, I believe.

You have stated, there was a small quantity cut before those three years, though a very small quantity?—Yes.

Can you say how many years before?—No, I do not know that I ever asked the question; but the people in the neighbourhood said there had not been any cutting for many years.

That was as fine a wood as you ever saw?—It is one of the finest woods I ever saw, or was in.

You never saw a wood more likely to produce more, in proportion to the number of acres, to the owner than that?—No, certainly not? I think it is one of the finest woods I ever saw; there is a great succession of timber in it; I offered the

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gentleman 30,000 *l.* for it; and I think now, as times go, I might not be inclined to give it.

Thirty-eight thousand pounds for 120 acres will be 316 *l.* 13 *s.* 4 *d.* per acre; will not it?—Yes.

You have stated, that Lord Salisbury has 1,500 acres of wood, from which he cuts about two thousand pounds worth of timber a year?—Yes.

That is at the rate of 1 *l.* 6 *s.* 8 *d.* an acre; is not it?—Yes.

Does Lord Salisbury cut underwood besides from that wood?—Yes.

Can you tell the annual value of those cuttings?—No, I cannot.

Have you any idea what was the age of Mr. Turner's trees in the wood you have spoken of?—No, I have not; I cannot form any idea.

What is the size of those trees that Sir George Osborne now cuts, and sells to the country carpenters?—I have not been in the habit of seeing them for the last four or five years.

From what you remember of them, what must be their present size?—From 22 to 50 feet, round measure.

These country carpenters do use a sort of timber that would mete 75 feet, square measure?—Yes, and they want it, in some instances.

When you said, that the millwrights, and trades of that description, afforded no market for large timber, you meant that they afforded no market to the trade for small timber?—It is very seldom we are asked for millwrights timber.

But what they may buy of the country gentlemen, by a single tree, or two or three trees, you cannot speak to?—No; but there is very little sold in that way; I believe there is not much millwrights work going on.

It is meant to include carpenters work, and things of that kind?—If there is not much work of that description going forward, they have not much occasion to apply for it.

Has the price of the square measure borne a fair proportion to the price of the round?—We go to market sometimes, and give more money than we receive.

But upon an average, has it borne a fair proportion?—In some instances it has.

Generally speaking has it; has it in your own instance; has the price you have received borne a fair proportion to the price you have paid?—In some instances I have had bad lots, and in others good ones.

Have you, generally speaking, sold at a fair price?—I have sold at as much as my neighbours.

Generally speaking, has the price at which you have sold borne a fair proportion to the price at which you have bought?—I have no reason to find fault with the trade; it has been better than it ever will be again.

That spirit of opposition amongst those who bid for the timber from the growers, cannot affect those who buy by square measures?—No; a shipbuilder looks at my timber, and he gives me as much as he thinks it is worth, and no more.

Then, if the price at which you have sold is considerably increased, that spirit of opposition is not the only cause to which it can be attributed?—I do not know that timber has been extravagantly dear.

Has it increased or not in price; have you sold dearer than you did twenty years ago?—No doubt of it.

Then can that be attributed, under the circumstances you have stated, purely to the opposition amongst the dealers, in their purchases of the growers?—I do not understand the question; on account of the timber being bought dear, it is sold dear.

Then it is supposed the price at which you sell is determined by you, and not by the demand of the shipbuilders?—We ask such a price as we think we shall obtain; sometimes we can obtain it, sometimes we cannot, and it depends upon the quality of the timber; some timber is worth more than other; we have no regular price; if we have a superior lot of timber, we have a superior price.

Is there no average price?—There is an average price for sixty feet metings, but I get as much as I can for my timber.

What determines the price you can get; is it the demand?—The finer the timber, the more it is worth.

Have you ever felt any difficulty in getting the prices you asked?—Yes.

Often?—Often I have asked more than I was obliged to take.

But you got up more and more every year, to the end of the year 1812?—I believe in 1812 timber was as dear as it has been.

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Is that to be attributed to the opposition that takes place among the dealers when they are buying?—No doubt; the more we give for timber, the more we endeavour to make of it; the dearer we buy, the dearer we endeavour to sell.

In your supposition of there not being any scarcity, you take into your calculation, the circumstance of our having concluded a peace, and that there would be less wanted in consequence of that?—Yes; and if there was no peace I think there would not be a scarcity; I think there is timber to supply the wants of the navy, if there was a twenty years war.

If the consumption continued the same as it has been?—I think if the same consumption was to continue for twenty years, there would be timber enough found to satisfy it.

You have judged of the state of the timber, from the counties in which you have been, and not entirely of the counties, but from particular estates with which you are acquainted?—Different estates. I am in the habit, when on those estates, to make enquiry, What timber have you in this county? In many instances, a very large quantity I have been told.

Then you consider yourself to have a competent knowledge of the timber growing in those counties, from those enquiries?—Yes, from those enquiries.

Do you know anything of the general consumption of the navy?—No, I do not.

Do you know anything of the general consumption of the large oak?—No, I cannot pretend to say anything of that.

And yet you are quite sure there is great abundance for the supply?—That is my opinion, and I will maintain it, from what I have seen and heard.

You have stated, that a great deal of timber has been brought to market, that would not otherwise have come to market, in consequence of the high price?—I think so.

Has not that led to the cutting of timber that would naturally come into succession to supply the place of the large timber?—I do not know any one instance in which gentlemen have gone out of the regular track of felling the woodland; when it did not come into succession, they have taken so many acres every year; I do not know that they have gone out of the regular way to get it out; the prices have not induced them to cut timber in standing woods.

Nor to cut smaller timber than they would otherwise have done?—No; sometimes a gentleman who does not want to cut his timber, cuts underwood in a regular number of years.

Then you do not think that the succession has been interrupted?—No, I do not think it has.

You spoke of the manner of cutting the woodland, and that they cut so many acres per year, and in doing that they leave a certain number of trees?—Yes, they thin the timber.

And they go through the wood?—Yes.

And then they go over it a second time, after a certain number of years?—Yes.

Do you know what the interval of these years is?—Never less than twelve, nor more than about fifteen.

Is it not a practice to cut those trees the second time, which they have left in the preceding?—Yes.

Then, in those woods which are so cut, there never can be any thing but rather small timber?—It is astonishing to see how timber will increase in size, in the course of fifteen years; you may go into a wood, and cut, perhaps, the largest timber; that makes room for the other to grow, and at the end of fifteen years, you go in, and find timber there large enough to be cut down.

About what age is that?—I cannot tell; sometimes it grows faster than others.

Of what size is that, which is cut in that way?—Perhaps from twenty to forty feet, or fifty feet.

Round measure?—Round measure.

Have you any idea of the whole annual fall in the county of Hertford; this year, for instance?—This year the fall is short in Hertfordshire, on account of the depression of the price.

What does this short fall amount to?—I cannot say the quantity, but I should think not half the quantity there was last year.

Can you give any general idea of the whole quantity?—I should think there is not more, take the county, than a thousand loads cut this year.

Mr. Edward El[illegible].

What is the general cutting; do you know what was the cutting last year?—No; I only know from what I purchased myself.

The rest is mere conjecture?—Yes.

You have stated that the market was falling, because there was no ships on the stocks, and nothing to do?—Yes.

Do you know the fact, that on an estate in Shropshire a great number of people had applied to purchase?—Yes.

How do you account for that, if there is no market?—If there are twenty people, or ten or five people, they expect to buy it at the times price, which will be a very low one this year no doubt, because the sellers must take a great deal less than has been given.

How do you account for so many people applying for the purchase of wood, but upon the prospect of an expected demand?—People like to be doing something; perhaps there might be half a dozen people apply; what number I cannot say.

It will be a pretty large purchase on the whole?—Yes.

About what sum?—About five or six thousand pounds, I do not know what the price may be; the proprietor of this timber, which is cutting, has a very large quantity to be cut annually, and if I were to buy this lot this year, and buy it a little too dear, I might have an opportunity in the next, if the trade should take a different turn, of buying it cheaper next year.

Then the trade are not without hope of a turn?—Not quite, certainly.

You spoke of Lord Cowper cutting timber to the amount of about 1,500*l.* a year; is that timber, generally speaking, growing timber, timber that would otherwise if not cut down, come to a large size, or has it attained its largest size?—It is in his lordship's woods, which he thins; he has a large succession of timber, which he thins every year.

Generally speaking, are those trees, trees which, if left to stand, would become large?—Some might be, and others not.

But the greater part?—The greater part; those that are not quite so thriving as others.

And does that answer apply to most of the estates with which you are acquainted, on which there are annual falls?—They generally cut the timber which is in not quite so flourishing a state as the rest.

Do you think that a fourth part of the falls of the timber, with which you are acquainted, consists of trees that have attained their larger size?—Yes.

More than a fourth?—No, I should think not more than a fourth.

You have said, that Lord Cowper's cutting, amounting to 1,500*l.* a year, was from 200 acres?—Yes; he does not cut 200 acres of wood-land every year.

He cuts about 1,500*l.* worth of timber a year?—Yes.

Is that cut from 200 acres?—Perhaps from 30 to 40 acres.

His whole woods are, to what extent?—Perhaps 300 acres.

That 300 acres yields him 1,500*l.* a year?—No; he cuts from his fields.

He cuts from his whole estate to that amount?—Yes.

Can you state what he cuts from the woods?—No.

You speak of Sir George Osborne's annual cut of timber?—Yes.

You have said, that in his annual cut he cuts some large timber?—Yes, he perhaps may cut some trees which he finds in a decaying state when he is in his annual cut, but to what extent I cannot speak, because I have not been there for four or five years; he cuts some 40 or 50 feet round measure, I should suppose.

You have said, you have not purchased of him of late years?—No; he sells his timber to the country carpenters.

How do you know that he does sell it to the country carpenters?—I am in the habit of going into the neighbourhood sometimes, and I hear those things.

You hear so when you go into the neighbourhood?—I have some friends there, and I enquire when I go into the neighbourhood what he is doing with his timber, and they tell me so.

And that is the way you know it?—Yes.

Trees of 40 or 50 feet round measure are fit for large ships?—Yes.

Having heard that he disposes of the timber which he cuts annually, to the country carpenters, and that there are trees of that size, do you think that trees of that size are used up for country purposes?—Yes, they are used up for country purposes, for I never hear of their being sold for the London market of late.

Does the course of your business bring to your knowledge, that other such trees

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in other places, are often disposed of to the country carpenters?—Sometimes trees of that description, I suppose are; there is no doubt of it.

If from the great consumption of large oak timber for building large ships, the stock of it should become much diminished in the country, and the price in consequence much augmented, do you think that the country carpenters would cease to use such trees, and that they would be brought to the uses of shipbuilding?—Yes, I should suppose they would, but there are not many trees of this description that are cut up; here or there a tree, which Sir George, or any other gentlemen might find past its growth.

You have said, that as far as your practice in purchasing timber from the owners gives you an opportunity to know the state of the stock of timber in the country, that it is your opinion the stock is not likely to fail?—I think it is not likely to fail.

Is that opinion drawn from your having found that timber was generally to be had in any quantity in which it might be demanded, at a price not extravagant, or from your observation of the state of timber in its growth in those parts of the country which you have visited in the course of your practice?—From the observations I have made in the different parts of the country I have been in.

And not from the facility with which you could obtain any quantities of timber which might be ordered of you at a price which was not extravagant, compared with the prices of other things at the time?—No.

You have said, that at one time timber did get to an extravagant price, seventeen or eighteen pounds per load?—Yes; at some sales I believe it fetched as much as that.

And you say that that extravagant price was produced from excessive competition in the timber buyers?—Yes; oftentimes that is the case.

When the consumption of timber suddenly increases the demand upon the dealers, the consequence is a sudden rise of price to the consumer?—Yes; oftentimes that is the case.

But does the dealer immediately increase the price he pays to the grower?—Yes; I should be enabled to give a gentleman more per load for his timber, if I sold it for a better price.

In your business in dealing in timber, immediately the price of timber to the consumer rises, does the dealer in timber increase the price which he gives to the owner?—Yes, he does.

You have said that there are now many more dealers in timber than there were?—There are.

To whatdo you attribute that?—The timber trade, I suppose, is like all other trades, overdone; every branch of business there are people embarking in every day.

What do you think tempts persons to overdo a trade?—We are told that this country is more populous, and every man wishes to get a living in the best manner he can.

Do you attribute it at all to a general opinion having arisen, that the business of dealing in timber has been a good business for the last few years?—I suppose people who wish to embark in it, think it is a better business than it has been, and they are willing to take a share of it.

Then the opinion that the business has for a few years been a good business, has been the cause of such an increased competition in it, as to raise the price of timber to an extravagant price?—I think it is likely to have been the case.

Then a sudden extravagant price for a short time, is not occasioned, only by a sudden increase of demand for consumption?—I do not understand the question.

James Walker, Esq.; called in, and Examined by The Committee.

James Walker, Esq.

SUBSEQUENTLY to the last time of your giving your evidence here, have you received a further letter from India?—I have.

Is there any thing in that letter which affects your former evidence?—There is.

Do you wish to communicate it to the Committee?—I conceived that it was necessary to do so.

Have you any objection either to read it, or deliver it in?

[*It was delivered in, and read.*]

" To James Walker, Esq.

" My dear Sir, Calcutta, 14th December, 1813.

" It is with pleasure we have to acquaint you, that the General Kid broke ground yesterday, and is now on her way to Saugor, where we expect she will arrive in three or four days; and that she will complete her lading by the 15 or 20 proximo, so as to take her final departure in company with the second fleet. Adverting to our former advices respecting insurances, wherein we contemplated the sixty thousand pounds would be covered by you on the block, we beg now to forward the duplicate policies of additional Insurances made in this country, which will fully cover and bear harmless the owners, in the event of loss, which God forbid.

No. 405.	Ganges office, on block and outfit - - -	S^a R^s 1,00,000
No. 406.	D° - - - - on ebony, red wood, and pepper valued - - - - - - - - -	36,000
No. 122.	Canton office, on freight - - - -	1,00,000
	£. 29,500 - - - - -	S^a R^s 2,36,000

For the premium on these policies, we have drawn on you the following bills, which we request you will duly honour and carry to the debit of the concern; viz.

		£.	s.	d.
December 13.—No. 73, at six months sight, favouring Palmer & Co. - - - - - - - -		876	10	—
December 14.—No. 74, - - D° - -	R. Campbell - -	1,190	—	—
		£. 2,066	10.	—

" In making the additional insurance on the block, we have computed on a rough calculation, that the ship may possibly cost the owners six lacs of rupees, including outfit, impress, provisions, bill, &c.; and as she was on the point of commencing her voyage, we thought it advisable to cover fully, in the event of her meeting with any accident in the river. The policy on the freight is but for half the amount, and should you deem it necessary, you can cover the remainder in England, as we have acted only on the safe side, without looking to any advantage by capture or loss.

" We remain, dear Sir,

Yours truly,

(Signed) *Kids, & Co.*"

Mr. Harrison.]—Is that the only letter you have on the subject?—The only letter.

Or upon the subject of shipbuilding in India?—Or upon the subject of shipbuilding in India.

[The following PAPER was read:]

—(40.)—

Copies of the MINUTES of Enquiry by the Directors of the East India Company, and their Officers, as to the loss of the Ships Calcutta, Jane Duchess of Gordon, Bengal, Lady Jane Dundas, Experiment, and Lord Nelson.

AT a joint Committee of Warehouses and Shipping, the 2d February 1810.

YOUR Committee, under a deep impression of the importance of a very full and particular enquiry into the causes which have or may have occasioned the severe and unprecedented losses which the Company have sustained in their shipping, in the course of the last twelve months; have endeavoured by the fullest investigation, and by application to every source of information, to obtain a perfect knowledge of facts and opinions relative to this subject.

With this design your Committee proceeded, in the first place, to call before them several of the Commanders of those ships which sailed in the two fleets which experienced such violent gales of wind on their passage to England, and examined each of those Commanders very minutely as to the situation of the fleets in which they respectively sailed, and of their own ships during the gales; also as to the manning and loading of the ships in general, and as to the opinion of the Commanders, whether the missing ships are lost, and if lost, as to what may have been the cause of that misfortune. Your Committee also directed the other Commanders who were not in attendance, to transmit Statements in writing as to the points above-mentioned; and from this collective evidence thus obtained, it appears:

First.—That the fleet consisting of the ships named in the margin, sailed from Madras on the 25th October 1808, under convoy of His Majesty's ship Albion. That on the 20th November, in latitute 10° south, and longitude 91° east, a violent gale commenced, which lasted till the 23d.

Phœnix.
Ceylon.
Lord Nelson.
Preston.
Tigris.
Experiment.
Diana.
Glory.
Ann.

That several of the ships were laid on their beam ends, with their lee gunwales in the water, which rendered the scuppers useless, and filled the gun decks with water. That the sea made fair breaches over them; that they took in water at all the seams in the side; and that it was with great difficulty the pumps were kept going.

That the Ceylon suffered severely by the hurricane (which is described by Mr. Harris, the acting commander of that ship, as having been most tremendous) and that in endeavouring to veer the ship, as the only means of saving her, the mizen mast went over the side, and she righted. That the Diana was in a situation still more perilous, and would most probably have foundered, had the crew not succeeded in cutting away the fore mast, which was effected by very great exertion; that the mizen-mast and main top mast were carried away early in the gale; and that had it not been for this circumstance, by which she was enabled to veer, she would have been run on board of by two ships during the night.

That the other ships were likewise in much distress; and Captain Ramsden of the Phœnix stated, that the weather he experienced was tremendous, such as if he had not seen, he could never have believed possible, although he had before been in a tiffoon; but that he thought the gale was very different at the distance of a few miles.

That the commanders did not consider any of the ships too deeply laden, but that the Lord Nelson and Experiment were much by the head.

That the commanders uniformly concur, that the ships in general, but more particularly the missing ships, with respect to the quality of their crews, were very badly manned; and two of them mention, that had it not been for the assistance derived from the exertions of the passengers, invalids, and French prisoners they had on board, their own ships would have been lost: and Captain Ramsden stated, that if his ship had been as badly manned as the Lord Nelson, she must have foundered.

That a number of men were pressed from each of the ships in India, consisting of the petty officers and the best seamen.

That the Lord Nelson, when last seen by the Phœnix at 2 p. m. on the 21st November, was under close reefed main-topsails, and storm staysails.

That the Experiment was seen at the same time, with her foresail and reefed main-topsail set, fore and mizen top gallant masts on deck, and her spritsail yards and jib-boom in; and that she was seen plunging very deep.

That the Glory was seen at the same time astern of the Lord Nelson; that she was leaky in the wooden ends; that her head was loose, and that she had double-reefed topsails and courses set.

That the commanders concur in opinion grounded on the state of their own ships during the gale, that the missing ships must have foundered from the violence of the hurricane.

William Pitt.
Calcutta.
Lady Jane Dundas.
Hugh Inglis.
Jane Duchess of Gordon.
Earl of St. Vincent.
Bengal.
and
Sovereign.
Sir William Bensley.
Huddart.
Harriet.
Euphrates.
Northumberland.
Lord Eldon.
Indus.
Extra Ships.

Secondly.—That the fleet consisting of the ships named in the margin, sailed from Point de Galle on the 15th February 1809, under convoy of His Majesty's ships, Culloden (Admiral Sir Edward Pellew) and Terpsichore.

That on the fourteenth March 1809, a severe gale of wind commenced in latitude 22½° south, longitude 61° east, the wind having blown in squalls for three days before and gradually encreased.

That the violence of the gale was such as to cause great apprehension in all the commanders for the safety of their ships, as large quantities of water were shipped, and the sea made breaches over all of them.

That a sudden shift of wind on the 15th in the morning, from the S.S.E. to the E.S.E. was most alarming, as the sea was running tremendously high, and the ships could not be freed with all the pumps.

That on the 16th, after a short lull, a second shift of wind from the N.W. was much more dreadful, as the ships lay in the trough of the sea; that those ships furthest to the westward, experienced the severity of the second gale; and that some of those that were deeply laden were obliged to throw some of their guns and part of their cargoes overboard to avoid foundering.

That two of the ships (the Sir William Bensley and Earl of St. Vincent) did not lay to, but scudded, and therefore experienced with greater violence the N.W. gale.

That the four missing ships when last seen, were under close-reefed maintopsail and foresail, and had not hove to; and Captain Samson of the Earl of St. Vincent stated, that had he been scudding under maintopsail when the wind shifted, in his opinion, his ship must have lost her masts; and Captain Campbell of the Sovereign also stated, that had his ship been scudding under her foresail and maintopsail in the shift of wind, she would have gone down stern foremost, or would have lost her masts.

That the commanders in general considered the hurricane months off the French islands, to be those from December to April, but particularly February and March; but that a difference of opinion is entertained by the commanders, as to the course which the fleet steered, some thinking that the fleet was taken too near the islands of France and Bourbon; while others stated, that they had been nearly the same track before, without meeting any gales; and Captain Hooper of the Sir William Bensley considered the ships would not have escaped the gale in the present instance, if the ships had been more to the eastward.

That the commanders differ in opinion respecting the loading of the ships, some considering a part of them to have been too deep, while others are of opinion that they were not deeper than ships have usually been on leaving India. Two of the missing ships, the Jane Duchess of Gordon and Lady Jane Dundas, are stated to have been in fair sailing trim.

That the commanders in general consider that some of the ships were upon the whole well manned, and others tolerably so; that although in several ships there was a deficiency of English seamen, yet the ships companies were completed with Lascars and Danish prisoners of war, who were procured in Bengal.

That the Calcutta and Bengal, two of the missing ships, were the best manned.

That a great number of men were pressed from the ships on their arrival in India, consisting generally of the best seamen and petty officers; and that the ships were much distressed by the conduct of his Majesty's officers in India.

That in some instances, where a number of men were taken out, and a protection given by the Admiral from farther impress, such protection was afterwards respected, but in others, disregarded by the captains of His Majesty's ships.

That only three of the commanders out of eleven, entertain any hopes of the safety of the four missing ships of this fleet; the remainder concur in considering, that by scudding they encountered the violence of the shift of wind in the second gale, and that they have either foundered or run on board of each other.

That Captain Lynch of the Harriet, and Captain Herbert of the Euphrates, two of the three commanders above-mentioned, consider it possible the missing ships may have been dismasted, and bore up for St. Augustine's Bay; and Captain Samson, of the Earl of St. Vincent, conceives that if they were dismasted in the first gale, and had taken advantage of the second gale, they may have gone to New Holland.

That the Calcutta was last seen by the Huddart, on the 14th March, on the Admiral's weather beam, with a close-reefed maintopsail and foresail.

That the Bengal was last seen through the haze, by the Huddart, on the 14th March, under close-reefed maintopsail and foresail.

That the Lady Jane Dundas and Jane Duchess of Gordon were last seen by the Hugh Inglis, under close-reefed main and foretopsails, at 3 p. m. on the 14th March, then blowing a storm.

That the Admiral in the Culloden, scudded during the first gale, by which she got more to the westward at the commencement of the second gale.

That the Culloden suffered very severely in the shift of wind, by shipping large quantities of water on her decks.

That the Nereide frigate, strongly manned, which was upon a cruize off the French Islands, very severely experienced the same gale. She was laid over with her lee quarter-deck guns under water, without having any sail set; and the Captain was obliged to cut away all her masts to save the ship: And two of His Majesty's sloops in company with the Nereide, have not since been heard of.

Your

Your Committee, with this evidence before them, requested the professional members of your Committee to favour them with their opinion on the subject; and your Committee beg leave to lay before the Court, copies of the Reports which your Committee have received from two of those gentlemen, Mr. Millett, and Mr. Williams; and also copy of a Letter to the Chairman, from a late professional member of the Court, now out by rotation (Mr. Cotton.)

Mr. Cotton, in his observations, attributes the serious accidents which have lately happened, to the following causes:

1st. The pressing so many men out of the ships, thereby weakening their crews; and rendering them, when a press of sail is carried to keep up with the convoy, unable to prepare for bad weather, when a gale of wind comes on.

2d. The going from one part of India to another to join convoy.

3d. The navigating in improper seasons; and not sailing far enough to the eastward to clear the hurricanes which are prevalent near the Mauritius.

Mr. Millett, after a detail of the situation of the second fleet, collected from the ships journals, states, that the course steered, in his opinion, led the fleet too near the islands of Mauritius and Bourbon; and points out the necessity of keeping without the vortex of these gales and hurricanes, which prevail in their vicinity at certain seasons of the year.

Mr. Millett further considers the ships to have been as well manned as circumstances would admit, and better than homeward-bound Indiamen generally are; and attributes the loss of the ships to stress of weather.

Mr. Williams, after a review of the evidence given by the commanders of the second fleet, and considering the state of the ships in regard to manning, loading, and the course steered by the Commodore, is of opinion, that the ships have not been lost from any one of those causes; but believes they have unavoidably suffered from stress of weather. A member of your Committee (Mr. Marjoribanks) having stated in his place, that in his opinion, one of the leading causes of the loss of the Company's ships was, the weak state of their crews, your Committee have had reference to a paper on the subject of manning, some time since delivered in by that gentleman, and which was under the consideration of the Committee of Shipping; in which paper, a plan is proposed for the efficient manning of the Company's ships; of which the leading ideas are, to divide the ships companies into classes; to allow each class a different rate of pay; and to have a certain number, about three men to every 100 tons, protected from the impress. This paper, your Committee consider well deserving the attention of the Court; and your Committee have therefore annexed a copy of it for the Court's information; to which is subjoined, a Paper given in by another professional member of your Committee, containing some observations made with a view to promote the efficiency of the said plan. Upon the same subject, a plan formed twelve years ago in India, by Mr. Bebb, a member of the direction, has this day been laid before the Court. It goes to two objects, very much connected: the improvement of the supply of men to the King's ships in India, and the better provision and protection of the crews of the Company's ships; and the substance of it may therefore be included in the representation to be made to the Admiralty.

Your Committee having wished to ascertain how far the course steered by the fleet, of which the four missing ships formed a part, differed from or agreed with the track followed by fleets in former years in passing the French islands, directed the Master Attendant and his Deputy, to examine the ships journals in this house for a series of years, which those officers having done, and traced the course of each year homeward on a chart, which is hereunto annexed, together with a table shewing the nearest approach of fleets in different years to the Islands; it thence appears, that the track steered in the voyage in question, was not an unusual one, but a middle course compared with that of former fleets.

To shew also how few accidents have heretofore occurred, and how unprecedented the present losses may be considered, your Committee have annexed a list of the number of ships lost and captured in each season, since the year 1776.

Upon a review of the facts, information and opinions, which have come before your Committee in this enquiry, your Committee are of opinion in respect to the missing ships of the first fleet, that no hope can be entertained of the safety of the ships Lord Nelson, Glory, and Experiment; all the commanders who sailed in that fleet agreeing as to this point, and the long time that has elapsed serving to confirm that conclusion.

That in respect to the four other missing ships (of the second fleet) the Calcutta, Bengal, Lady Jane Dundas, and Jane Duchess of Gordon, as three only of the commanders out of eleven who sailed in the fleet with them, consider that there is a possibility of their having got into Madagascar or New Holland, and the other eight commanders entertain no hope concerning them; your Committee are, from this preponderance of opinion, as well as the other circumstances above enumerated, led to apprehend that very little idea can be entertained of their safety, particularly as it appears, that the four missing ships when last seen were following the Admiral, under as much sail as the nature of the gale would admit; and it may of course be supposed, that they experienced, with the same violence as the Admiral's ship, the Culloden, the effect of the sudden shift of wind; and when the superior advantage of a line of battle ship in the strength of her crew is considered, it may be concluded that as the Culloden narrowly escaped, the gale proved fatal to the missing ships.

It further appears evident, upon the most mature consideration and comparison of the evidence and opinions before recited, that the loss of the ships must principally be attributed to the severity of the hurricanes; but there are some points nevertheless, which though they may not themselves have been sufficient to occasion such dreadful consequences, yet when combined together, may possibly have contributed to bring on that calamity which there can be little doubt has befallen the missing ships, and to guard against which in future every possible measure of precaution should speedily be adopted.

Those points may be classed under the following heads:

1st. The indifferent manning of the Company's ships on their returning voyages, mainly from the circumstance to be next mentioned.

2d. The impressing of men from the Company's ships in India, excessive in point of numbers, and selecting the best men.

3d. The loading of the ships. It has been said, that some of those in question were too deeply laden. This idea appears to have arisen from the quantity of saltpetre, which two of the four missing ships of the second fleet had on board, nearly 7,000 bags; but such an allotment of saltpetre to ships of 800 tons, has at different periods been before made, and in the present case each of the ships which had 7,000 bags landed 50 tons of kintledge; and the other two missing ships had only 5,000 bags of saltpetre, which is a quantity by no means unusual.

4th. The times of dispatch from India. In the case of the two fleets now in question, it has been supposed that the dispatch was unseasonable; but the fact is otherwise: the first fleet sailed from Madras the 25th October 1808, the second from Ceylon, the 15th February 1809; These periods were calculated to give them a fair weather passage to Europe, and only incurred any degree of risk, with respect to the first, whilst it remained on the coast.

5th. The course steered has been deemed by some respectable opinions, to have been too near the French Islands; although that opinion does not appear to be confirmed by the series of Journals which have been consulted.

In regard to the two first points respecting manning and pressing, it appears from the evidence given by the commanders, and every other information which has been obtained, that the ships of the first fleet were all very badly manned; and that although the ships of the second fleet were in a better situation in that respect, yet it arose from the casual circumstance of the commanders being able to procure at Bengal, a number of Danish prisoners of war to complete their complement. All the commanders concur in representing in very strong terms, the hardships and distress they have experienced from the system of pressing from their ships in India.

Your Committee having thus investigated the circumstances attending the fate of the two fleets, homeward bound in the year 1808 and 1809, they will next advert to other losses which the Company have sustained in their shipping, in the course of the last year.

Some of these have indeed already been investigated by the Court, and it will be sufficient to take only a summary notice of them. The Walpole was lost homeward bound, off Margate the 18th December 1808, being driven on shore from stress of weather. The Britannia and Admiral Gardner lost on the Goodwin Sands, outward bound, 25th January 1809, from stress of weather, and the bad quality of which their crews were composed.

The Travers, lost in the Bay of Bengal, 7th November 1808, by striking on a rock.

The Asia, lost going up Bengal River the 1st June 1809, in charge of the pilot.

The Streatham and Europe homeward bound, richly laden, captured by the French frigate Caroline, 31st May 1809, the ships being so weakly manned, in consequence of a large proportion of men, and these consisting of most of their petty officers, being taken out in India, that the commanders were unable to make that resistance which otherwise might have been expected.

In taking a general review of the extraordinary losses which have occurred in the course of a year past, your Committee, though fully aware of the long existence of unvarying regulations for the construction of the Company's ships, have thought it right to enquire of the marine officers of the house, whether in point of fact and practice any and what alterations had taken place of late years in the building of ships; and the accompanying Report from the Master Attendant and Surveyor of Shipping, states that no material alteration has been admitted since the year 1787, after which period were built all the ships lately lost, some of which were nearly new.

The great importance of several circumstances which appear in the preceding review, particularly those which concern the manning of the Company's ships, which involves the safety of those ships and their cargoes, has induced your Committee to take into consideration all the communications which have been made to the Court, in relation to this subject generally, and especially the essential article of manning; on which point your Committee proceed to notice the letter from the Honourable W. Wellesley Pole, Secretary to the Admiralty, referred by the Court to the Committee of Shipping on the 25th September last, enclosing Extract of a letter from Rear Admiral Drury, dated the 8th May last, proposing that the Company's ships should furnish the Navy under a heavy penalty, with the following numbers of unobjectionable men, upon their arrival in India, and that the ships should afterwards be protected from further impress; viz.

China Ships - - - - - - -	17 Men.
Ships of 800 tons - - - - - -	10 D°
Extra Ships - - - - - - -	5 D°

And

And Mr. Pole, stating that the Lords Commissioners of the Admiralty have no objection to what the Rear Admiral proposes, and will give him the necessary directions accordingly, provided it meets with the approbation of the Court.

Your Committee have also taken into consideration the Protest of Captain Tremenheere of the ship Asia, against the act of His Majesty's officers in impressing a considerable part of that ship's company at Madras, and leaving her in so distressed a situation, that Captain Tremenheere states it was with the greatest difficulty the anchor could be weighed in smooth water and settled weather, and which Protest is dated at Fort St. George the 4th May last, and was received by the brig Virginia the 23d September following.

From this declaration it appears;

1st. That previous to the Asia sailing from Madras for Ceylon, a proposition was made by Admiral Drury, that 15 men should be furnished by the regular ships, and from 7 to 10 by the extra ships.

2d. That in consequence of two men having been impressed by H. M. S. Revenge, Admiral Drury consented that only 13 men should be taken from the Asia, and not delivered till her return from Ceylon.

3d. That upon the return of the Asia to Madras the 30th March, 15 men were pressed by H. M. S. Psyche, and a certificate given by the King's officer, who expressed himself satisfied with the men.

4th. That on the 18th April following Captain Mansell of the Procris brig, pressed 10 more men, with a full knowledge of the above circumstances.

5th. That on the 22d April, a boat from the Dasher was sent on board the Asia for volunteers, and took one man, a quartermaster.

6th. That the boat from the Dasher returned soon after, and took five men more.

7th. That the boat of the Dasher returned a third time, and took one more man, a boatswain's mate.

8th. That Captain Tremenheere reported the above proceedings the following morning, to Rear Admiral Drury.

9th. That the Dasher sailed two or three days afterwards, without returning any of the men, although Captain Tremenheere had stated to the Admiral, that they were the only persons of the crew upon whom he could place any dependence.

And here your Committee cannot avoid noticing that Rear Admiral Drury's letter proposing the above regulations, is dated the 8th May last, only four days after the above Protest of Captain Tremenheere; which records so great a breach of the regulations proposed by the Admiral himself, that your Committee can have no confidence in the efficacy of a plan, the principle of which was so little regarded at the moment it was proposed.

Your Committee have likewise had before them, the letter from Mr. Richardson Borradaile, read in Court the 17th instant, enclosing copy of a letter sent in by Captain Dale of the Streatham, and several other Commanders, to the Board of Trade at Calcutta, dated 9th March 1809, representing that ever since the arrival of their ships in Bengal river, they had been subject to the almost daily inquisition of H. M. ships, and which, by a system of pressing of unexampled latitude and vexation, had reduced the complement of their crews to a number utterly incompetent to the necessary security of their ships, whether in regard to their navigation or defence. That this system of pressing was not confined to ordinary seamen, but extended to boatswains, gunners, carpenters and servants, contrary to all usage. This letter further states, that the commanders applied to Sir Edward Pellew for protections for the remainder of the crews, after a large proportion of their men had been taken out, but he declined complying with such request; and the letter concludes, with pointing out the insults and injuries the sworn officers experienced from the Navy.

Your Committee have also had reference to the 28th and 36th paragraphs of the letter in the Public Department at Bengal, dated the 18th April 1809, and likewise the 27th paragraph of the letter in the Commercial Department at Bengal, dated the 17th April 1809, calling the Court's attention to the proceedings which have taken place for the impressment of seamen from the Company's ships; pointing out the necessity of some known rules and regulations being established for the government of that service, without which the Company's ships will be liable to be rendered incapable of defence, or of being navigated with safety.

Your Committee have likewise considered the Protests of Captains Kymer, Hawes and Heming, of the ships Lord Castlereagh, Monarch and Earl Spencer, against the Captains of H. M. ships Modeste, Dasher, Victor and Rattlesnake, for unwarrantably pressing seamen from their respective ships, and which Protests are severally dated Calcutta, the 8th and 10th March last; from these statements, it appears, 31 men were impressed from the Lord Castlereagh at different times, including the boatswain and several other petty officers; 19 men out of the Monarch from a crew of 57 persons; and 23 men from the Earl Spencer, out of 87 persons, and among them several of the petty officers.

Your Committee have further taken a review of the several proceedings which have taken place on the subject of pressing seamen from the Company's ships, from the earliest period of the war; and adverted to the very strong representations which have from time to time

been made to the Lords of the Admiralty, pointing out the risks to which the Company's ships have been exposed from this practice; in particular, in August 1803, upon the capture of the Culland's Grove; in 1805, in consequence of a representation from Bombay, of men being taken from the Company's marine; and in May 1806, when, from the indiscriminate and excessive manner of pressing in India, a very serious alarm was excited for the safety of the Company's ships. To these communications from the Court, the replies from the Admiralty expressed a strong inclination to afford the relief desired; and in the letter from the secretary to the Admiralty, dated 9th May 1806, the Court were informed that orders had been sent out to the Commander in Chief in India, not to impress seamen from the East India ships, *excepting in cases of most urgent necessity.* Notwithstanding these assurances from the Admiralty, no alteration appears to have taken place in the former system of pressing; but on the contrary, H. M. officers in India have continued to distress the Company's ships to a still greater extent, as Your Committee have already stated in the case of the Asia, Streatham, and other ships; and it must be particularly noticed, that the Retreat, which sailed in December 1806, on a secret service to China, with a special protection from the Lords of the Admiralty, had her men pressed at several periods by H.M. officers, before she reached her destination.

To prevent the necessity of pressing in India, from the ordinary crews, in the seasons 1798, 1800 and 1803, the outward bound ships were furnished with an additional number of men, purposely for the King's service; but the object, in a great measure, failed, by H.M. officers not confining themselves to the stipulated number of men. Under the conviction with which the Committee are impressed, of the inadequacy of those instructions, which have in repeated instances, and with the best intentions, been sent out by the Lords Commissioners of the Admiralty, and with the strong evidence before them of the total disregard paid by the captains of the ships to the express stipulations of the flag officers, commanding in the Indian seas, as exemplified in the case of the Asia; your Committee can have no hesitation in offering it as their decided opinion, that to apply an adequate remedy to the grievous long existing evils complained of, some other plan must be adopted; and while such practices are continued by H. M. officers, as are stated in this report, your Committee can have no confidence in the safety of the Company's ships or commerce, and there will remain but one alternative, either to abandon this commerce during war, or to carry it on with a certainty of continued loss and vexation; and your Committee therefore recommend, that an earnest representation should be made to the Lords Commissioners of the Admiralty, requesting their Lordships to give the subject their most serious consideration: and your Committee cannot doubt, but when their Lordships advert to the accumulated disasters of the last 12 months, in which the Company have lost 14 of their ships, including those captured, they will concur with the Court in the absolute necessity of some measure being immediately adopted, which may tend to prevent the recurrence of those serious evils, which, in their consequences, not only affect the welfare of the Company, but the commerce and revenue of the country.

On the 3d leading point before-mentioned, the loading of the ships, your Committee must observe, that although as already noticed, two of the ships had 7,000 bags of saltpetre each, yet various other ships had the same quantity; and in the present case the kintledge of each ship was reduced 50 tons, and the lading even so much on them arose from the pressing instances of the Government at home for an increased importation of saltpetre. The draft of water of those ships was approved by the master attendants in India; and the commanders of some of the ships, so far from considering them endangered by such a quantity of saltpetre, offered to take in an additional quantity of dead weight, and to land a further part of their kintledge for that purpose: Your Committee, however, consider it would be prudent to guard in future, against even the possibility of prejudice arising from this cause; and your Committee therefore recommend, that the governments in India should be directed to give positive orders to the proper officers, to pay the greatest attention to the loading of the ships, and on no account to permit them to leave India at an improper draft of water, due reference being made to the construction of the ships, and their capability to carry the cargoes allotted to them.

(Signed) CHARLES GRANT,
WILLIAM ASTELL,
JOHN BEBB,
JOHN B. TAYLOR,
CAMPBELL MARJORIBANKS,
WILLIAM WIGRAM,
JAMES PATTISON,
GEORGE A. ROBINSON,
JOHN A. BANNERMAN,
GEORGE MILLETT,
ROBERT WILLIAMS.

Laid before the Court, 2d February 1810.

Approved in Court, 6th February 1810.

Sir,

Sir, East India House, 31st January 1810.

FOR the information of the Honourable the joint Committee of Warehouses and Shipping, we beg leave to state, that the shipping of the Honourable the East India Company is inspected the same as at any former period, and regular surveys are made during the building of the ships. Since the year 1763 to the present time, the only alteration made in the scantling was in 1787, when an increase was made, (and is since continued) of about three-fourths of an inch in finding and moulding the top timbers, for the purpose of carrying additional guns for the better defence of the ship. That during the repairs, the same attention is paid by the surveyors as at any former period, and the ships are manned and stored in the same manner as formerly, with the exception of the guns, which have been increased for the better defence of the ships, and weigh about 4 cwt. each, more than those formerly in use.

In the year 1799, the galleys were placed on the upper deck for the advantage of room for the conveyance of troops, and to give greater security from fire. Since that period no material alterations have taken place in the construction of the ships.

We are, &c.

(Signed) J. BOULDERSON.
J. HILLMAN.

John Marice Esq.

LIST of SHIPS lost and supposed to be lost, within the last twelve Months; with the Times and Places at which they were respectively built.

REGULAR SHIPS:

Lord Nelson	1799	Messrs. Barnards.
Lady Jane Dundas	1800	Cleverly & Co. Gravesend.
Jane Duchess of Gordon	1804	Mr. Dudman.
Calcutta	1798	Messrs. Wells & Co.
Bengal	1799	D°
Asia	1798	at Liverpool.
Walpole	1798	Messrs. Perry & Co.
Britannia	1806	Messrs. Wells & Co.
Admiral Gardner	1797	D°

EXTRA SHIPS:

Glory	1802	at Lymington.
Experiment	1802	Messrs. Wells & Co.
Travers	1800	D°

Copy of a LETTER from Joseph Cotton Esq. to Charles Grant Esq.—dated 13th December 1809.

My dear Sir,

AS you have unexpectedly called upon me for an opinion, as to the causes of the loss of the Company's ships, and are desirous of some early communication thereon, it becomes a duty I owe to the Company and to the Court of Directors, to furnish the sentiments of my mind thereon, and with that candour the occasion demands; for the interests of the Company have so severely suffered, that there never was a more urgent or necessary requisition; and at the same time, none that may involve the person furnishing any opinion, in more controversy or personal dispute; and though in the line of my duty, and from the importance of the task, I would not refrain replying to your request in as full and ample way as you have a right to expect, yet it is a painful task to sit in judgment on the conduct of individuals, whose sense of measures may be very different from the individual who addresses you: It is therefore with deference to the sentiments of others, I submit what I have to observe; and should you be fortified by such concurrence of opinion, the conclusion may be more accurately established, and I must take the liberty to reserve to myself any illustration or further opinion, should they be thought necessary. The loss of so many valuable ships and cargoes, applies to the best interests of the State as well as to the Company, whether you consider the property embarked in them, the immense cost in replacing them, the loss of lives and revenue, or the strength and encouragement it affords to the enemy; and the surprise has been great, that where and when the stake is so serious, more protection is not afforded them, or rather less oppression and distress imposed. Should the necessity of the Public Service require the risking so much, it is paramount to all other considerations, but this is seldom or ever the case; and the persons exercising their judgment upon the occasion of pressing the men, are not aware of the extent of the possible injury to the Revenue itself, independent of any other consideration; and this authority is exercised without control, before ships are in a place of safety, or in the performance of long voyages. Numberless instances are upon the records, where the very existence of the ships in a perilous navigation has been at stake; the result of such practices are various, but one is unquestionably

obvious, viz. that if on their voyages home, a press of sail is kept up to keep company with the convoy, and a gale of wind comes on, they have not the strength to take it in, or prepare the ship otherwise for the bad weather; the instances of this kind are also upon your records; though much to the honour of many of the Captains of His Majesty's ships, they have been greatly attentive to the state and well-being of your ships.

Two points are here referred to, that are general sources of complaint, and they are obviously of importance; but these are not wholly the causes of loss; that which arises from capture is more especially to be referred to the enterprize and superior management of the enemy's cruizers, three or four of which range those seas undiscovered, notwithstanding the great superiority of our naval force in that part of the world, and who having judgment enough according to their knowledge of the monsoons, and the tracks of the outward and homeward ships, in consequence select their stations to cruize. Far be it from me to impute either negligence or inattention to His Majesty's officers, respecting them as I do, but the general language is certainly a strong observation on their ill success; and whether it arises from their local information being less than that of the enemy, I cannot presume to say, but the facts speak for themselves, and one superior Board must feel the imputation.

The want of energy, &c. in the commanders of your ships, whenever they have met with an enemy, has very rarely been questioned; the instances have been very favourable to their reputation; they have exerted the means in their power, as the records also prove, excepted in few cases.

Until therefore the enemy is overcome, the defenceless ships, whether in Europe or India, will unquestionably be their prey, as has been the case for some time past.

A further consideration, occasioning loss and very often distress, arises from ships going from one part of India to another to join convoy. This is a point of great inconvenience, and I may say, inconsiderateness; and though ships are required to rendezvous at Portsmouth to join convoy, the distance is comparatively nothing, and the application of this principle to India, is, in my judgment, most ruinous. The men of war should go to each port whence ships are appointed to sail, and they may then shape their course as the monsoons and other circumstances admit: and how the government in India have yielded to such requisitions from the Commander in Chief, making him, as it were, the sole judge and dictator of the sailing of all ships from all the ports of India, when his knowledge of the Indian navigation must be very limited from his experience there, has been to me, and others, a subject of very great astonishment. At particular seasons of the year, for ships to go from Bengal to Ceylon, is carrying them so far to the westward, that when they sail from thence, they do not navigate far enough to the eastward to clear the hurricanes, which are prevalent near the Mauritius and the Archipelago to the northward of it; and though to confine the convoys to an individual ship sailing from a single port, may keep more ships in India, yet as separate convoys from each port, and as ships were ready, they might proceed to the southward of the French islands, and then return, for they are not wanted further; so India would be abundantly supplied with men of war; and the constant succession of ships of war passing the accustomed tracks at the several monsoons, would have greater chance to fall in with the enemies cruizers, that will be, as before noticed, on the look out there.

The expense that has resulted to the Company from demorages, to ships thus directed from port to port, and for convoys, has been beyond all calculation, independent of the exoneration of the owners from damage to cargoes, from ships being dispatched at unseasonable times; but the owners and private merchants are not less involved from the detention of the shipping.

To such an extent did this practice go, of collecting ships at Point de Galle, that the whole China fleet have been directed to rendezvous there; but the commanders, much to their credit, resisted, and protested against the measure, which induced the captain of the convoy to relieve them to pursue their voyage homewards. Under such arrangements, what but misfortune can ensue?

The events of last year, near home, hazarded some of the finest ships in your employ, by being under convoy, when I maintain, if left to themselves, sailing in sufficient fleets, together with the general protection experienced from the navy, they would come and go with far more safety than under convoy; for this particular must be obvious, the judgment of your commanders, who I am confident in believing to be the first navigators in the world, especially from their knowledge of the Indian seas, best acquainted therewith, must give way to that of the masters of King's ships, or to the captains, whose experience is scarcely a tythe on subjects of navigation in those parts.

These are points it is my duty, being thus called upon, not to withhold under the solemnity of your requisition, and I trust they will not be construed to operate as a censure upon any person or persons whatsoever.

One of the most essential points towards the safety of your shipping, relates to the regularity of their dispatch, conformable to the charter-party, to which the attention of the governments in India is not sufficiently alive; and though what has been before noticed, may greatly correct these occasions of detention, the provision of cargoes should be such, as to prevent this great evil.

The losses in Bengal river will be considerably lessened, I should hope, by the improved system of pilotage the Court have lately adopted; and was a more efficient Marine Board established, they would prevent the landing of the kintledge from the 800 ton ships, knowing that their construction makes it very essential for their safety; and the cargo, ship

and

and crew are risked, to compass the transit of a few more tons of saltpetre, which for them should never exceed 5,000 bags.

It may be expected I should also state something as to the hull and equipment of your ships; these are inspected so closely by your surveyors and master attendant, and the charter-party is so express, that no ships can be better equipped or sent to sea.

The late arrivals in war, have occasioned so much haste to repair and fit the hull for immediate service, that they may be defective in some minor points, but never to affect the ship's safety; and the clearest proof has been the extension of their voyages from six to eight. Some anchors have lately failed, but when it is considered how they ride in safety at Sauger, the wonder is, that anchors and cables hold them.

I cannot, in this point, hesitate in communicating to you, the prevalence of the dry rot in the timbers; how far the ships may have failed in consequence, is matter of opinion: But the ships are examined on the conclusion of the third voyage, and repaired for three more; in that latter interval, it is impossible to ascertain the prevalence of this destructive venom, which does not appear in the ships built long since; and therefore, the recommendation I submitted long since, to the Court, of giving a slight repair at the end of the second voyage, and a substantial one at the conclusion of the fourth, would go not only to correct its progress, but to detect it in the latter voyages. I addressed a little Essay on the causes of the dry rot in our ships, to one of the builders, some months ago, which may assist in correcting it.

Having thus, as far as the time you allowed me would permit, stated the various causes, to which, in the whole or in part, the losses of the Company's ships may be attributed; it would nevertheless be presumption to assume, that any one or more have been the particular occasion (without some most efficient evidence) of those in question, which the Court, I suppose, are not yet furnished with; and to determine thereon, on any incorrect principle or evidence, would be to involve the Company in controversy or discredit.

As soon therefore as any enquiry can be instituted into the several losses, the Reports will form a proper foundation for general conclusions; for in some cases, it appears evident, the want of Europeans cannot be the sole cause of the calamity; for ships of the same burthen are frequently navigated by only Lascars, who, except in captures, are competent to that service, as experience has fully verified: when in port, the loss of Europeans may be replaced by them before ships proceed; and though the loss of Europeans is a great grievance, to infer that it has been the cause of any ship's loss, without establishing that fact, cannot be prudent. I therefore suggest, that no preconceived opinions, but a systematic investigation of each ship's particular case, should be first set on foot.

Navigating at improper seasons, or within the limits of those hurricanes, where our ships have suffered, appears to me to be one of the obvious causes of the recent calamity; but I should be sorry to decide thereon in that way, without due enquiry: And how far one or more of the preceding suggestions may apply, will be best known by such examination.

A body of evidence will then be furnished, to found either representation upon to Government; or to send orders to your governors in India upon. The ships have hitherto passed to and from India with great success; and there appears no alteration in their structure or equipment, or manning, which, in many instances, has been accomplished by a greater part of the crew being Lascars, on the homeward passage: But several have been lost outward-bound; to which reasoning upon the nature of their crews, will scarcely apply, unless in a general way to all descriptions of merchant vessels; and though the loss of Europeans is much to be deprecated, the case is not worse this year than in years past.

Could any negotiation with the Admiralty be established to ameliorate the present system, it would be most desirable; and the plan suggested by Admiral Drury, if rightly and honourably adhered to, appears to me to be the most eligible: If the navy in India would take every European out of the country ships, who are deserters either from the King's or Company's service, excepting the officers, it would lessen the demand on the Company's ships.

I have understood the Ocean had a protection, which the individual commanders of the navy in India respected. A similar one might secure the remaining part of the crews of the Company's ships, after supplying their stipulated number.

I beg excuse for many omissions and errors; and am, &c.

(Signed) JOSEPH COTTON.

Copy of a LETTER from George Millett, Esq. to the joint Committee of Warehouses and Shipping, dated the 1st January 1810.

Gentlemen,

IN conformity to the wishes expressed by your Committee, that the professional members, composing a part of your body, should investigate the leading causes of the unfortunate events which befel the fleet under the convoy of His Majesty's ship Culloden, and to report their opinions accordingly; I have proceeded to examine the journals of all those ships that arrived with the Culloden, and now submit to you the result of my enquiries, and the best opinion my judgment has enabled me to form upon a subject of a very interesting nature to the Company, and to all those individuals, who having connections and friends on board the missing ships, must necessarily feel a very deep concern for their impending and almost hopeless fate.

Earl St. Vincent.
Sir Hugh Inglis.
William Pitt.
Sir W. Bensley.
Sovereign.
Huddart.
Northumberland.
Euphrates.
Lord Eldon.
Harriet.
Indus.

Missing Ships:
Calcutta.
Jane Duchess of Gordon.
Lady Jane Dundas.
Bengal.

It appears that the fleet, as per margin, under convoy of the Culloden, sailed from Point de Galle on the 15th February last, and crossed the Line in about the longitude of 81° East, the N. E. monsoon then veering, as might be expected, into the N.W. monsoon, the course then steered was, very properly, to the eastward of South, so that in the latitude of about 9½° South, the fleet was in the longitude of 84° East, when the course was changed to the southward, the fleet still keeping hold of the N.W. monsoon until the 4th March; on that day at noon, they were in the latitude of 15° South, and in the same longitude as last-mentioned (a very excellent position for the succeeding part of the passage). The winds then became variable to the Northward and Eastward, and the course shaped was W.S.W. In about the latitude of 18° the fleet appears to have gotten hold of the S.E trade, and the fleet steered more westerly (per compass). These courses, in my humble opinion, led the fleet too near Roderigues, Mauritius, and Bourbon; for those islands are well known to be in a track liable to gales and storms from November to May; during this period of the year, the sea between the French islands and the East Coast of Madagascar, is subject to something like a North-westerly monsoon, whilst the N. E. or foul weather monsoon is blowing on the West side of that island, through the Mosambique channel; and when the N.W. winds come in contact with the S. E. trade, which then blows strong and often violent to the easward of the French islands, hard gales and formidable hurricanes are often produced by their mutual shock; of which the following account, independently of what the French and English navigators have written upon the subject, will afford some striking instances: and I hope the Committee will patiently attend to the proofs which I intend to lay before them; for the better elucidation of which I shall draw a comparative statement between the William Pitt and the Sir William Bensley, the first ship having hove to in S. E. gale, and the latter being compelled, as the captain states, to run before it.

Abstract of the William Pitt's Journal, 14 March, per log.	Abstract of the Sir William Bensley's Journal, 14th March.
Lat at noon, 22. 38. long. 61. 34 East, the S. E. trade during the first and middle parts blowing strong, increasing latterly to a perfect gale, with heavy squalls, hard rain, &c. the whole appearance of the weather, and the unusual fall of the mercury, indicating a storm.	First and middle parts, strong winds with squalls and rains; latter, hard gales, squalls more violent, &c.
15th March.	15th March.
Lat. 23. 48. long. 58. 40. During the first and middle parts of the day, hard gales from the S.E. with violent squalls and rain; at 6 p.m. hove to under storm stays'ls until 10 a.m.; when the gale moderating, made sail.	First and middle parts a heavy gale, with violent hard squalls, the sea breaking over us, and shipping a great deal of water on the main deck; attempted to heave to, but making extremely bad weather of it, was ultimately obliged to scud with the gale.
16th at noon.	16th March.
Lat. 25. 18. S. long. 56. 28. winds and weather moderate.	Fresh gales, cloudy weather, the latter fair with a confused heavy swell; shipping much water, and labouring a good deal.
17th at Noon, lat. 25. 16, long. 54. 12.	17th March.
First and middle parts of the log, fresh easterly and north-easterly winds with pleasant weather; the latter part the wind increased, the weather threatened, the sea became confused, and the ship plunged deep into a heavy swell from the westward; at 11 a.m. the wind veered to the N. N. W. but it was moderate, and this was all she felt of the second gale.	First part fresh breezes from the E. N. E. and N. E.; about midnight the wind shifted suddenly to the N. N. W. and brought on a heavy gale, the ship straining in every part and shipping much water; washed away one of the boats, and threw overboard twelve guns to relieve the ship; kept lying to until 11 a.m. the following day, when the gale was sufficiently abated to make sail.

Whoever will attentively examine the foregoing abstract will find, that on the 15th of March, when near the change of the moon, both ships encountered a hard gale of wind from the south-east; that the one hove to for sixteen hours, whilst the other ran before the storm; that on the 16th March the William Pitt had moderate breezes and pleasant weather, while the Sir William Bensley experienced fresh gales with cloudy weather, and a confused heavy sea; that on the following day the former had fresh north-easterly breezes, with fine weather untill 11 a. m. when the wind veered moderately round to the north northwest, accompanied with a heavy north-west swell, whilst the latter ship being about 1½ degrees more to the westward, was struggling with a huricane and tempestuous sea, until the morning of the

the 18th when the gale moderated; hence it follows that it will prove to be so in other instances, that the ship nearest the meridian of the islands, was the greatest sufferer in the gales. This is an additional instance, if such were wanting to confirm the opinion which I have long entertained, that the danger of meeting those gales is diminished in proportion to the distance which ships may pass to the eastward of the French islands. This proves the necessity of keeping without the vortex of those gales and hurricanes, which prevail in their vicinity at certain seasons of the year.

It seems to be generally understood, that the four missing ships, like the Bensley, scudded with the south-east gale, and sailing much faster, and being far more able to carry sail, would in course considerably out-run the Bensley; should this really have been the case, they might have met the second hurricane sooner, and had it still more severe than the Bensley, which is understood to have been the case with the Culloden and Nereid, which were still further to the westward. If therefore, after the interval of the moderate north-east wind, and fine weather experienced on the 16th, and the natural solicitude (so near an enemy's port) which the Captains might have felt to keep near the convoys, they should have been betrayed into the setting of a great deal of canvass, and were suddenly taken aback in the night with their square sail set, the worst consequences might be dreaded; for in that case they would either lose their masts, or getting fresh sternway the weak and most vulnerable part of the ship would be pressed against the heavy south-east sea. In the first instance, by the want of sturdy active seamen, and good petty officers, to clear away the wreck, the ship's hull may have been bulged by the fallen masts; or, in the second case, which is by far the most probable of the two, they would fill abaft, and their fate would be decided in the same way as that of those ships which perished in a sudden shift of wind, returning from the West Indies, after Rodney's victory over De Grasse.

If unhappily, therefore, we are destined to hear no more of our valuable missing ships, I must attribute their loss to stress of weather during the two hurricanes, the last in particular, which the fleet had the misfortune to experience in the manner already detailed. After a strict examination of the Journals, I am proud to say, that every precaution and every exertion that experience and skill could suggest, appear to me to have been exercised by the commanders and officers, for the preservation of their respective ships; they appear likewise to have been as well manned as the nature of circumstances would admit, and better I think than homeward bound Indiamen generally are during war. The Calcutta for instance, was confessedly the best manned ship in the fleet, she was thoroughly repaired for her last voyage; and from a long acquaintance with the talents of Captain Maxwell, I hope I may be permitted to say, without offence, that I do not think the service had to boast of a better officer. His ship and the Bengal were perhaps too deep, but the Jane Duchess of Gordon, and Lady Jane Dundas, were in no more than a fair sailing trim. It is not to be disguised, however, that these were of a very defective class of ships, over-built aloft and too deep below for their breadth, defects acknowledged by every builder, and felt by every experienced commander; the extreme breadth of their floors too, is carried so far aft, that they have rudders given them like a west country barge, and when the sea strikes the rudder in a gale of wind, the helm is not only held with difficulty, but the seamen are frequently thrown round the wheel. These are serious evils, for which no savings can compensate, because they endanger the ultimate safety of the ship and cargo. It is earnestly to be wished, therefore, that they may be corrected in every ship that shall in future be built for the service of the East India Company.

I now beg to draw the attention of the Committee to a comparative statement of the extra ships Sovereign and Huddart; the former having three decks, the latter two, with a deep waist and poop.

Extract from the Journals of the Sovereign, of three decks; and the Huddart, of two decks; 14th March.

"First and middle parts, a fresh increasing "trade; the sea rising fast, preparations "making accordingly; towards noon the "weather theatening, the gale increasing, "and sea rising rapidly, getting down top-"gallant yards, masts," &c.

15 March.

"First and middle parts, hard gales with "heavy rain; latter, wind veering to the "north-east, and moderate with fine weather. "This ship hove to at 4 a. m. and made "sail again at day-light, without suffering "at all from the gales."

"First and middle parts, a strong trade "wind with squalls and a rising sea; latter, "increasing to a heavy gale, &c. &c. at "9 a. m. the foresail and maintopsail flew "to pieces; at 11, hove to under storm "sails".

15th Log.

"Lying to until 3 p. m. when we shipped "a heavy sea, which upset several of the "guns and laid the ship over to starboard; "threw overboard the starboard guns, and "got the ship before the wind, all pumps "going; passed several ships lying to, mak-"ing good weather. At 1 p. m. the ship "was brought by the lee, and shipping a "heavy sea on the starboard quarter and stern, was immediately laid over on the "larboard beam ends; threw over what lee guns could be gotten at, and made "an unsuccessful attempt to wear, the ship lying over in a perilous manner, "the water frequently up to the comings of the hatches; but at day-light the "gale abated, and we wore ship."

The foregoing comparison has been made, for the purpose of shewing the danger of deep-waisted ships; the Sovereign weathered the gale with ease, but had it been of much longer continuance, the fate of the Huddart would in my opinion have been inevitable. The situation of the Sir William Bensley has already been shewn; the Indus also suffered, threw some of her guns overboard, and cut away some of her anchors; the Harriet laboured and shipped so much water, that with all her pumps going, she had two and half feet water in the well, the greatest part of the night; whilst the three-decked ships, Northumberland, Euphrates and Sovereign, were making exceedingly good weather of it. The conclusion is clear, that the deep-waisted ships when laden, are but ill calculated to encounter gales of wind.

I now proceed to the journals of the Earl St. Vincent, which ship, whilst scudding with the south-east gale, on the 15th, broke her tiller rope, and broached to; she afterwards wore and steered a southerly course; on the 17th she had fresh easterly winds in the first part, and in the middle and latter part strong gales from north-east to north north west; the wind shifted to north at 2 a. m. and to the north north-west at 6 a. m. It is worthy of remark, that this ship losing time by her accident, and steering a more southerly course than the Bensley, and consequently not quite so far to the westward, did not meet the second gale until 6 hours after that ship, and then with diminished violence.

The Hugh Inglis, in a hard squall on the 15th, lost her maintopsail clean out of the bolt rope, and soon afterwards lost sight of the Admiral, who, with two of the missing ships, ran under his stern. At 8 p. m. a heavy sea striking the ship on the starboard quarter, she broached round to against the helm, but she soon wore, and was afterwards steered a southerly course with easy sail to prevent a similar accident, and felt little of the second gale, beyond a heavy swell.'

Thus, an accidental gradation of distances (though small) in the difference of longitude, among the ships of the fleet, is an evidence to shew the truth asserted, that the danger of hurricanes off the French islands, is in proportion to the distances ships may be to the eastward of the meridians in which they lie: and it is further worthy remark, that the hurricanes are found to be far more furious at Bourbon than Mauritius, although the former is only 20 or 30 leagues to the westward of the other.

By recent accounts from the Cape, I understand that nothing had been heard of the Harrier, which was with the Nereid frigate, since that ship was dismasted; it was from the Harrier, I think, that we received the last intelligence of the Blenheim and Java, and as far as my recollection reaches, they were said to have been seen by that sloop making signals to each other, in a hard gale of wind, off the French islands. If ships so well manned and so well managed as our men of war are known to be, can with difficulty be preserved from the storm (and the Culloden and Nereid with all their strength and skill were in imminent danger of foundering) what but disasters can possibly be expected from heavy laden merchantmen, stripped as they too generally are of almost every useful hand for His Majesty's ships in India. It is really a melancholy reflection, that fleets of such immense value to the Company and the nation, should be deprived of their strength, and left almost in a defenceless state against the elements and the enemy. No exertion should be wanting to obtain the protection of the Admiralty against a grievance so vexatious, so harassing, and so serious. A professional member of the Committee has the merit of giving in a plan for ameliorating this part of the service; and whilst I acknowledge my thanks for his consideration of this important subject, I trust he will at the same time pardon me for observing, that although there are some parts of it which accord with my sentiments and will meet with my support, yet there are others which do not appear to me to be grounded on experience, and are quite impracticable: I should therefore be happy to see the sound parts of that plan grafted on the simple and easy proposition of Admiral Drury, which was transmitted by the Lords of the Admiralty to the Court of Directors in the month of September last; and I am prepared to say, from good information, that that Board is heartily disposed to carry the plan immediately into effect: I trust therefore, the Court will lose no time in embracing so favourable an opportunity. I know it is the opinion of some of its members, that the Lords of the Admiralty do not possess the power of enforcing their orders with the naval officers in India; to those gentlemen, I beg leave to reply, that I have seen protections, which His Majesty's officers have respected, and would not press from; at any rate, the attempt in my opinion should immediately be made, for without it, the responsibility must fall upon ourselves.

Having already recorded my opinions in the most forcible way I was able, upon the necessary times and seasons of dispatch, I shall forbear to trouble the Committee beyond saying, that it appears to me quite impossible that the Company's shipping and commerce can prosper, without due attention to those important points, both at home and abroad.

Having now concluded my remarks on the journals of the ships which were under convoy of the Culloden, I believe it will be expected of me to say something of the gales in which the Lord Nelson, Glory, and Experiment, are supposed to have foundered. I find, from the journals of the Phœnix, that the fleet sailed from Madras on the 26th October (which was out of season,) before the monsoons had shifted on the Coast, carrying with them variable winds, but chiefly from the westward, down to the Line, which was crossed in 85° 42′ East; the westerly winds continued until the 20th November, when, in the latitude of 9° 23′ South, and longitude 89° 32′ East, the gales commenced which ended in the melancholy disaster which befel the ships. On the 21st November, at 10 p. m. it blew extremely hard, with a heavy sea, and the ship lurching deep; lost the maintopsail in taking it in; and

and at midnight, the main deck receiving more water at the ports and scuttles than the scuppers could vent. At 4 p. m. on the following day, the gale moderated, and soon after died away into light winds, flying all round the compass. At 7 it again became squally, and a ship passed us with the loss of her mizen-mast and main topmast; soon after set the storm staysails. At half past ten the squalls became extremely severe; at 11 the ship lying over a good deal, and shipping heavy seas; at 1 a. m. pumping and baling; at 2, five feet water in the hold, and gaining on the pumps; at 3, seven and a half feet water in the hold; at 4, the fore-topmast blew away, and the best bower anchor was washed off the gunwale; at 5 a. m. began to gain on the ship, and at noon the water was reduced to five feet; at half past noon, came on a very heavy gust, the sea making a fair breach fore and aft, and the water increasing again on the pumps, cut away the main and mizen topmasts, and the spare stream anchors; at 3 p. m. a sea completely cleared the quarter deck, and washed a man overboard; at 6 p. m. the gale was more moderate, and dying gradually away, it became nearly calm at noon; and on the following day, in latitude 13° south, sprang up the regular south-east trade.

These tremendous gales may have been produced by the conflict between the north-west winds and south-east trade, and partake of the shifting of the monsoon; or they may, indeed, more properly be said to have been a visitation of Providence, beyond the reach of human wisdom to foresee, and of a nature too potent to withstand: to this alone I attribute the loss of those ships which suffered in these gales. It is very remarkable, that the Ann, which was only one degree south, and another to the east of the Phœnix, suffered little in the first gale, and felt nothing of the second. I have not had time to examine the remaining journals of this fleet; and, indeed, I am fully aware that the foregoing detail is already extended to such a length as must become tedious to the Committee; but the subject is of such a nature, as to have rendered it almost impossible for me to give soundness to truth, or solidity to opinion, without it.

I rejoice that an investigation on a scale so extended as the present has been instituted by the Committee: the subject is interesting to humanity, and important to the Company and to the Country. I have had no opportunity of consulting the examinations or opinions of the Captains; if, therefore, I should have the misfortune to differ from my professional brethren, either in or out of doors, it will be entirely unpremeditated on my part; and perhaps the individual information and separate opinions of so many experienced seamen, is a measure best calculated to form a mass of evidence upon which to ground the Report of the Committee to the Court of Directors.

Thus patiently pursuing this subject, and using our best endeavours to make past misfortunes subservient to present good, will be found to be the best means by which we can reasonably expect to be more prosperous in future.

I have the honour to be, &c.

(Signed) GEORGE MILLETT.

N. B. I beg leave to annex to the Report the following Extracts.

First, from the French.—"In the neighbourhood of the Islands of Mauritius and Bourbon, "storms are liable to happen from November to May, which are sometimes very severe; but "the dreadful hurricanes which have been frequently experienced in those seas, generally "happen in December or March, and sometimes in February or April."

At Mauritius, a storm or hurricane is expected annually in December, and generally in March. They blow with more fury at Bourbon than at Mauritius, and as the distance eastward from these islands is increased, their violence is proportionably abated.

The hurricanes are generally preceded by calms, or faint baffling winds, and sultry weather, with a sudden fall of the mercury in the barometer. They blow with irresistible fury, and shift suddenly round to different quarters. Abbé Rochon states the velocity of the wind to exceed sometimes 150 feet in a second, or 88 miles per hour. He was at Mauritius during the hurricane in March 1771; but one which happened in February in the same year was more severe. In this hurricane, the Mars of 64 guns had her main topmast broke short off close to the cap, although struck at the time, so great was the force of the wind.

These hurricanes generally happen within a day or two of the full or change of the moon, particularly if the perigee or apogee coincides with those phases. They continue to blow sometimes furiously for eighteen or twenty hours; and some gales of wind have been known to prevail from two to three days. At the commencement of a hurricane, the clouds become overcharged with vapour, and their aspect, dusky black intermixed with red; torrents of rain frequently issue from them during the strength of the storm; the sea is greatly agitated at such times, and the waves running in contrary directions, impinge against each other with great fury. Ships which pass near these islands, between the months of November and May, more particularly in December and March, ought to be prepared for a storm, for they give very little warning.

The hurricanes have been known to extend sometimes to the tropic, or rather beyond it, to 23½° or 24° south latitude. As they blow with greatest violence in the neighbourhood of the island, several French vessels have perished at various times, when passing between Mauritius and Bourbon; and others that were driven to sea from the latter island.

Second. Extract from the Oriental Navigator:—"The winds at Diego Rais blow "constantly between the east and south-east; sometimes very strong gales, with showers of "rain; but more frequently fresh gales, with fair, cloudy, or hazy weather. Sometimes the

" weather is moderate, clear, and fair, and the sea remarkably smooth for several days " together; but it is calm very seldom."

" The island is subject to hurricanes, and in the stormy months, which are January, " February and March, they are sometimes very violent. It has been observed at " Mauritius, that when the velocity of the wind in the most impetuous hurricane exceeds " 140 feet in a second of time, nothing is able to resist its fury. The sudden and extraor- " dinary variation of the barometer in those latitudes between the tropics, is the only sure " indication they have to foresee a hurricane, and prepare against it a few hours before " it begins."

Third. Extract from Horsburgh's East India Directory:—" It must also be observed, " that there is a kind of northerly monsoon in the vicinity of Mauritius and Bourbon, from " November to April; during which period the winds are very variable, often from north- " east to north-west; particularly from the latter quarter. From November to May, a " gale of wind may happen in these seas. At Bourbon, there is generally one or two each " season, and in some years a hurricane; although the latter have been known to happen in " December at Mauritius; also in January and February; they are more liable to be " encountered in March or April, when they blow very severe."

Copy of a LETTER from Robert Williams, Esq. dated 5 January 1810; addressed to the joint Committee of Warehouses and Shipping.

Gentlemen,

In compliance with your wishes, that I should form some professional opinion concerning those ships in the Company's service, which have far exceeded the expected time of their arrival; and I lament to say, that from the lapse of time which has already taken place, together with the tempestuous weather, proved in evidence, that they had to encounter, there is but little hope, even to the most sanguine and interested mind, to look for any further intelligence that may change the present appearance of those disasters, which I am grieved to think, have already befallen them; their safety being in my mind, barely within the limit of possibility.

In reviewing this history of melancholy, and too probable events, I have endeavoured *studiously* to avoid any elaborate discussion on the general principle or causes on which conjecture has already *had* so considerable an influence in irritating the public mind, as well as wounding the feelings of the friends and relations of those whom misfortune may have subjected to such accumulation of calamity and distress; I therefore confine my observations to the evidence which has appeared under the investigation so properly instituted, and so loudly called forth for the sake and satisfaction of all concerned; and I beg leave to say, that my opinion must be formed from the collective evidence of professional and experienced officers, who were themselves involved in the same risk, and whose ships were subject to the same storms.

In order then to examine as accurately as possible, and to report only from such evidence, which I may say has been given in the strongest terms of nautical and experienced knowledge, I have duly arranged in my own mind the causes which were most likely, under all circumstances, to produce the feared effects; and have drawn my conclusion from information, which, with great anxiety and care, I have distinctly examined.

The first of these conjectural causes, which I proceed to investigate, is, the want of men; so consequential in the general system of security; without whom, it is evident, nothing but misfortunes of the most dreadful nature can be attendant on ships, when contending against the impetuosity of the winds and waves. Instances, I am sorry to say, are to be found upon your records, where impressing from Company's ships for His Majesty's service, has been carried to an unwarrantable and dangerous degree; yet, I shall view those general and important facts, as a subject of future enquiry, and merely state, for the information of the Committee, if from the evidence it appears to form in these particular disasters, any part of their consequences.

Regular Ships.
William Pitt.
Calcutta.
Lady Jane Dundas.
Hugh Inglis.
Jane, D[e] of Gordon.
Earl St. Vincent.
Bengal.
Extra Ships.
Sovereign.
Sir W. Bensley.
Huddart.
Harriet.
Euphrates.
Northumberland.
Lord Eldon.
Indus.

The fleet, consisting of the ships named in the margin, under the command of Sir Edward Pellew, were overtaken by the first gale, in which began their misfortunes, about the latitude of 22° 30′. and longitude 61. east; being within the limits and influence of those tremendous storms and tempests sometimes met with near the Mauritius and the adjacent islands, generally between the months of November and May, according to the reports of the most experienced writers and navigators; and it is a fact tolerably well established, that when these gales are succeeded by one from nearly the opposite quarter, they are attended with such peculiar fury that they become irresistible.

It appears in the evidence, that the storm of the 14th March 1809 came on in the usual way, yet giving time for all to be prepared against the worst; and I have to observe, with a considerable degree of pleasure, that at this period the exertions of the whole fleet seem to have been marked with that caution and ability which is ever so conspicuous in the character of British navigators; and it is a fact also, to which I beg to draw the attention of the Committee, that the ships were very early prepared to meet every event that could be looked for, and that no *material* accident by loss of sails or masts appears at all to warrant, on the first view of the supposed case, *a want of men*.

In

In following this material conclusion, on further evidence I must observe, that till the moment of separation of the ships from each other, no one signal had been displayed from any ship that could denote a want of men, nor any sort of appearance of *distress*, that evinced any difficulty arising from this supposed want; on the contrary, two of the missing ships, viz. the Calcutta and the Bengal, were considered to rank among the best manned ships of the fleet.

When the storm had increased to excessive violence, and the weather became so thick that the Admiral could be no longer seen, it was then the necessary duty of each Commander to be his own pilot, and to follow the dictates of his *best* judgment for the safety of his vessel; at this time we find a difference of nautical opinion, some Commanders having brought their ships to, while others ran before the gale; but the difference of this conduct I do not apprehend had altogether a reference to the immediate safety of the vessels, in the storm against which they had to contend, but also as to the opinion of what might be the general conduct of the fleet and its Commanding Officer, under the pressure of all the existing circumstances.

It also appears from the evidence of several of the Commanders, that though many of the ships had a considerable number of men impressed from them by His Majesty's Officers in the course of the voyage, yet the complement and quality were in a great measure supplied by Danish prisoners, or good Lascars, and therefore the ships generally were considered by the Commanders themselves to be in some instances well manned, and in others tolerably so; and it is acknowledged by one Commander in particular, that his ship was considerably better manned than on his former voyages (his crew consisting of 42 Europeans, and 27 natives of India); and it also appears from the evidence of another Commander, that he had 65 Europeans, and 44 good Lascars: but among all these it is *remarkably stated* in the latter evidence, that they had only one relief for the helm in such tempestuous weather, and though there appears in this solitary instance to be an extraordinary want of *good* helmsmen, yet this ship (which had been brought by the lee in scudding before the gale, and certainly was one of the weakest in her crew, by the particular circumstances already described,) arrived in safety, without any particular or serious accident, while those which were considered among the strongest are yet missing!!!

In this business it is proper to draw the attention of the Committee to the situation of the ships Sovereign and Indus, which I state, from the evidence of their Commanders, to be among the worst manned ships of the fleet, and certainly under very peculiar difficulty and danger from the shipping of water, and from other causes, which obliged them to keep their pumps constantly going, and to throw overboard a considerable quantity of cargo; nevertheless their crews were equal to all this labour, in addition to their other necessary duty. These ships have also arrived in safety.

The ship Sir William Bensley, which encountered the difficulties of the second storm, as also those of the first, threw overboard 12 of her guns, and she is also arrived.

Considering then the substance of the evidence which is before you, I am clearly and decidedly of opinion, that the want of men, generally speaking, formed no part of the disasters of this fleet. At the same time I have no hesitation in saying (from all the information I can possibly collect on the present mode of impressing men from the Company's ships) that unless some substantial measure can be devised and adjusted between the Admiralty and the Court of Directors, we may regard with a considerable degree of apprehension the safety of our Indian fleets; which will be exposed to very hazardous results, more fatally comprehensive than even those now before you.

I now proceed to investigate from the same evidence, the next supposed cause, namely, that of improper lading. On examining the evidence of this second supposed cause, it appears, that the ships of this fleet were considered to be in general *deeper* laden than usual, but certainly not so heavily laden in any degree as to ascribe their loss to such a circumstance; and although many of them had a larger proportion of saltpetre as cargo than what is usual, yet they landed fifty tons of their iron kintledge; and it may be proper to draw the attention of the Committee to this observation, that the ships having been some time at sea before they were overtaken by those dreadful gales, they had certainly become lighter from the necessary expenditure of water and provisions.—The Calcutta appears by the evidence to have drawn about 23 feet 6 inches, on leaving India, and is reported by the same evidence to have been laden considerably by the head; and as the Company's ships in general are in the same sort of trim, and the Calcutta was particularly by the head; we may infer therefore, that if this ship could have been brought on an even keel, she would not have exceeded in any material or dangerous extent her exact or proper draft of water.

The evidence also states *that* ship to have sailed well; a circumstance which could not have been the case if laden too deeply; she was perfectly tight and well managed, but painted so as to look deeper than any other ships, which may have given cause for any opinion formed only from her appearance.

The Bengal is reported also from evidence to have drawn about 23 feet, which is something lighter, and is represented in other respects, nearly in the same state of lading.

The Lady Jane Dundas not very deep, her lading much the same as the other two.

But the ship Jane Duchess of Gordon appears to have been laden in the customary manner, with 5,000 bags of saltpetre instead of 7,000, and with her usual quantity of kintledge on board; she is reported by the evidence to have drawn 23 feet forward on her leaving India, a draft of water corresponding with the two former ships, whose lading had been varied from the usual custom, (namely, the Bengal and Lady Jane Dundas) but lighter

by some inches than the Calcutta, notwithstanding which, the Jane Duchess of Gordon is considered by one Commander to be very deep, and by another only in a fair sailing trim; yet under such difference of opinion, it clearly appears, that the lading of these ships had not been such as ought to warrant any belief that they had foundered from this immediate cause. And as it appears that in the instances of the ships Sovereign, Indus, and Sir William Bensley, that their commanders thought proper to throw overboard some of their guns or part of their cargo, for the purpose of easing their ships, why may we not conclude, that the commanders of the missing ships (who are known to have been men of equal talents and *experienced officers*, would have resorted (if necessary) to the same means (which were within the reach of all) particularly as they presented the only remedy that could possibly occur to the most uninformed persons, to save their ships from sinking: from such a cause I am therefore quite of opinion, that the missing ships have *not* been lost through their depth of lading. But the ordered course of the ships appears (in the opinion of the commanders) to have led them too near the French islands, under an idea that if they had been 10 degrees further to the eastward in their latitude, they might have escaped the fury of the gales. The commander of the ship Sir W. Bensley, is the only one who thinks that by so doing, they would not have escaped the storms in this instance. I have myself been several times off these islands during the stormy months, and never met with them; and that gales of a similar strength (without searching for any philosophical causes) are in this ocean not confined to the situation in which they were met with by this fleet, may be proved by many instances, but in no one more strongly than by the misfortune of that fleet, of which we lament that there are three ships missing.

Having collected from the evidence, that the misfortunes of the missing ships have not originated from any of the preceding causes, I can have but little hesitation in believing they have fatally suffered from stress of weather. I beg to draw at this time the attention of the Committee to these particular and important facts; that the four missing ships Calcutta, Bengal, Jane Duchess of Gordon, and Lady Jane Dundas, when last seen in company with the fleet, were under the same sails, differing in that particular from every other ship in the fleet; namely, close reefed main top-sails and fore-sails; it is stated to have been *then* blowing a storm of wind, and if these ships so peculiarly circumstanced, had broached to in such a storm, and such a sea, under those *particular sails*, or had been taken in the violence of the N. W. gust, which in some situations brought on the second gale; my opinion is not only suported by those of several commanders, but I will risk it in the judgment of all professional men, if the most serious and alarming consequences might not be apprehended; but if, by any means they have escaped any particular disasters from *such* a cause, it may be fair to suppose they have, like others, run into the second gale, which, though differing as to its course and violence, seems in some particular situations to have blown with redoubled fury, and in which the Nereide frigate lost her masts, and was nearly foundering. And though there is some difference in the opinion of the commanders, respecting the fate of these ships, two believing that they may have been dismasted and put into Madagascar, or the coast of Africa, while another thinks it possible from some misfortune, they may have gone to New Holland; yet, in my idea, the chance of either is formed upon data so feeble and improbable, that I cannot concur in this opinion with any degree of sanguine or favourable expectation.

If it should be conjectured why the Company's ships have been subjected to such misfortunes beyond any other, as in the present instance, the reason to me appears, that they navigate those seas in a far greater degree than any other, the Americans excepted; and as these American ships generally sail singly, or two together, and as a storm of any sort, when it does happen, can only destroy the number of objects within its influence, and when amounting by comparison to such an inconsiderable number, the chance and extent of accidents becomes considerably diminished, and their losses, if any, will from such a circumstance, form no very conspicuous account in the catalogue of events; while the Company's ships, sailing in large and extensive fleets, are exposed from delays of various sorts, to those dangers, which, in the course of the last twelve months, have fallen in a most unexampled degree on two of their fleets, with such extensive and dreadful consequences.

I have the honour to be, Gentlemen,
Your obedient humble Servant,
(Signed) R. WILLIAMS.

East India House,
5th January 1810.

Copy of a PAPER, intitled, "OBSERVATIONS on the manning of the Company's Regular Ships, with a proposed Plan for the improvement of the same;" submitted to the joint Committee of Warehouses and Shipping, by Campbell Marjoribanks, Esq.

THE present establishment of the crews of the Company's regular ships, is 100 for ships of 800 tons, and 130 for ships of 1,200 and 1,400 tons; but the number for the last description of ships has been found insufficient; and, according to the increase in the 1,200 ton ships, beyond the 800 ton ships, the 1,400 ton ships ought to have carried 150 men; and it is certain, that in many cases the owners have sent on board that number, though the measure has never received the sanction of the Court.

When

When it is considered that ships, when first leaving England, have seldom less than 20, and sometimes more than 30 men on their sick lists with venereal complaints and ulcerated legs, and that lesser crews (in the case of meeting with bad weather, which is frequent at the period of the India ships sailing) must subject them to risks and dangers, which such valuable property ought not to be liable to, and that, in time of war, the ships are stripped by His Majesty's officers in India, of many of their most useful hands, some alteration in the mode of manning the Company's ships, seems indispensably necessary. It is certainly to be regretted, that the Company's ships, which in every other respect, and particularly in regard to outfit, are the best ships that go to sea, should be the most wretchedly and worse manned of any merchantmen.

The case of sickness above alluded to, it is supposed may easily be remedied, by a medical survey being held on board, previous to the men being impressed; but experience has fully shewn, that this description of men are the best, and frequently the only thorough-bred seamen in the crews of the Company's ships: these are men who have been struggling against those diseases, in small vessels where surgeons are not carried, and it is very probable their principal inducement to take any Indian voyage, is to procure medical assistance; for otherwise few real seamen would be found in the service, under the present unequal encouragement held out to them as an inducement to engage in it.

The custom of pressing the men out of the ships in India in time of war, is an evil of great magnitude, and which has frequently engaged the attention of the Court; but as nothing can be done on this subject without the concurrence of Government, it will not be necessary to offer any observations upon it, beyond the propriety of the Company's ships being fully and completely manned upon leaving England, so as to meet every casualty which may arise in the course of the voyage.

It is chiefly on these grounds, that it is proposed to divide the crews into classes; each class to receive a different pay: this would be an inducement, it is presumed, for the best of seamen to enter cheerfully.

The distribution of Classes, it is proposed, should be under the following heads; viz.

1st Class.—To include captain, officers, midshipmen, principal petty officers, their servants, &c. Total in number - - - - - - - - - - 33.

2d Class.—Tradesmen, which it is of the first consequence to the owners should be the best that can be engaged; and as circumstances vary very much with respect to the facility of procuring men of this description, it is not proposed to make any alteration in the present custom adopted by the owners of allowing indulgence money, as it is called, to the families of those persons, or to restrain the owners from making such agreements with them, as circumstances may require - - - - - - - - - 8.

3d. Class.—Quartermasters - - - - - - - 8.
Gunners Mates - - - - - - 2.
Boatswains Mates - - - - - - 2.
Captains of afterguards - - - - - 2. } - - 14.

Formerly the very best men filled these stations, but of late years, this most useful description of persons have almost disappeared. This secession from the service may be traced gradually since the annihilation of the contraband trade; as the indulgence formerly allowed them of bringing a few articles from India or China, as a reward for their general good behaviour, attached them to the service.

4th Class.—Forecastle Men - - - - - - - - - - - 20.

These should be prime seamen at advanced wages. Justice and honesty demand this arrangement, as all the perfect seaman's duty in an Indiaman is done by these people through the whole voyage, and who, from having no more wages than the idle fellow who imposes upon the ship as a seaman, (to which he has no claim) get disgusted with the service, and out of humour with themselves and officers.

5th Class.—Seamen - - - - - - - - - - - 40.

This class may be continued at the seamen's usual pay, and should consist of the common run of men that may be procurable at the time the ships are fitting out.

6th Class.—Ordinary Seamen - - - - - - - - - to 35. 40.

This class it is conceived would be eagerly filled by young men just out of their time, in the coal trade, or healthy landsmen at 30*s.* per month.

Upon the forgoing plan, the following is the scale of Wages proposed for each Class; viz.

1st & 2d. Classes at various rates, as at present.
3d. - D° - - - - - - - - 50*l.*
4th. - D° - - - - - - - - 42*l.*
5th. - D° - - - - - - - - 35*l.*
6th. - D° - - - - - - - - 30*l.*

N.B.—To complete the above arrangement, the 3d and 4th classes should be protected by Act of Parliament, as the 5th and 6th would supply His Majesty's ships with numbers and quality to answer their purposes; and another crew made from the native seamen in India, which, added to the 3d and 4th classes, would not leave the Indiamen in the distressed situation they have formerly experienced.

The following comparative Statement is added, to shew the difference in the expense between the present plan, and that now proposed for each description of ships.

DIFFERENCE of the Expense per month between the present Wages, and those proposed by the above Plan; supposing the Peace Wages for Seamen 35*s.* per month.

Present Wages per Month.	Proposed D°.	No. Tons. 800.	No. Tons. 1,200.	No. Tons. 1,400
1st and 2d Class -	- - -	(41.) no increase.	(41.) no increase.	(41.) no increase.
3d Class - 40*s.* -	50*s.*	(10.) £.5.	(14.) £.7.	(14.) £.7.
4th Class - 35*s.* -	42*s.*	(14.) £.4. 18*s.*	(18.) £.6. 6*s.*	(20.) £.7.
5th Class - 35*s.* -	35*s.*	(20.) no increase.	(30.) no increase.	(40.) no increase.
		(85.) £.9. 18*s.*	(103.) £.13. 6.	(115.) £.14.
6th Class - 35*s.* -	30*s.*	(20.) £.5.	(32.) £.8.	(40.) £.10.
		(105.) £.4. 18*s.*	(135.) £.5. 6*s.*	(155.) £.4.

Supposing the voyage of each ship to be 16 months, the total expense will be,

For ships of 800 Tons - - £. 78. 8. - - or per ton 2*s.*
1,200 - - - - 84. 16. - - - - - - 1*s.* 4*d.*
1,400 - - - - 56. — - - - - - - 0*s.* 11*d.*

Chartered at 1,200 tons.

To the joint Committee of Warehouses and Shipping.

Gentlemen,

I HAVE very attentively considered the plan that has been submitted by an honourable Director for the better manning of the Company's ships, and I cannot help thinking, that a considerable degree of thanks are due for the attention and assiduity which seem to have marked the exertions of that honourable Director, on a subject which demands so seriously some substantial aid, in endeavouring to secure the ships and property of the Company against capture, or such other melancholy events as have been lately brought before you. With this impression on my mind, I am therefore of opinion, that the plan of the honourable Director should be laid before the Admiralty; and I hope it will have the desired effect which the honourable Director anticipates and wishes, though without an Act of Parliament, I am inclined to doubt it; for if the power which is now possessed, be not sufficient to protect the three classes of men into which your ships are now divided, we may naturally believe it will not be able to protect them when divided into six classes, according to the proposed plan; for it is evident, that without an Act, it must, like any other plan, be equally subject to the eventual regulation of the Admiralty, and to the control of the commanders of His Majesty's navy.

In laying this plan before the Lords of the Admiralty, for their approbation and support; and in order to make it more satisfactory to any professional gentleman of the Committee, who may be inclined to oppose it, I submit to the Committee, and more particularly to the honourable Director himself, if it would not be better to extract only the substance of the plan itself for the approbation of the Admiralty, leaving out the argument on which the honourable Director has enforced the necessity of it, for the information of the honourable Court, as well as the Committee; urging it to the Admiralty only on the substantial plea of real necessity.

It will also naturally occur to the Committee, that the proposed plan cannot be effected at any rate under a considerable length of time; and many circumstances of loss or capture, may, in the interval, apply to the fleet of the present season, about to be dispatched. In order then, to meet this important point, I should propose that a full and particular extract of the representations made by the different governments in India, on the subject of seamen being pressed from the Company's shipping, with the distresses arising in consequence, including the delays and losses, as well as a full and particular narrative given by the different Commanders, of their incompetency to manage their ships from such causes, be transmitted

transmitted to the Lords of the Admiralty; amongst which will also appear of course, the proceedings of Rear Admiral Drury, and Commanders of the Navy acting in opposition to the sort of plan now proposed by the Admiral himself; and if, under all these circumstances, their Lordships can be induced to believe they can, with all their high constituted authority, sanction any regulation that will be efficient and effectual to meet the difficulties at the present time, that it be immediately adopted. To which, I would also submit, a calculation of increased expense, made out by the proper officer of this house, in the adoption of the plan; and I must also beg the consideration of the Committee, whether the managing owners of the respective ships should not be consulted on the occasion as to the expense, unless it is to be defrayed solely by the Company.

If, therefore, the plan offered by the Rear Admiral be in the interim accepted, it will not only afford the Committee the means of proving from experience, if under all the circumstances, the Lords Commissioners really have an effectual power for its unequivocal protection without an Act of Parliament; and if that be the case, it will also allow, in the event of not being able to obtain the *Act*, the plan of the honourable Directors to be matured, acted upon, and supported by the same effectual authority of the Lords Commissioners themselves. With these considerations,

I am, Gentlemen,

Your obedient humble servant,

(Signed) ROBERT WILLIAMS.

London, 30th January 1810.

EXTRACTS from Journals, corresponding with Tracks laid down on a Chart, to show the Winds and Weather, passed the Meridian of the MAURITIUS; with

SHIPS NAMES.		DATE.	Latitude.	Longitude.	DATE.	Longitude.	Latitude.
Frances - -	from Madras	28th March 1796	20. 18. S°	71. 6. E.	1st April	58. 12.	24. 26.
Sir S. Lushington - -	D° -	25th March 1798	20. 32.	66. 52.	30th March	57. 51.	24. 35.
Houghton - -	from Bengal	12th Jan. 1798	21. 13.	84. 11.	26th Jan.	56. 56.	28. 56.
William Pitt - - -	D° -	4th March 1800	20. 29.	68. 16.	9th March	58. 14.	26. 16.
Phœnix - - -	Bombay	19th Feb. 1802	20. 2.	72. 34.	25th Feb.	56. 48.	24. 2.
Manship - - -	Bengal	26th Jan. 1803	20. 34.	68. 49.	3d Feb.	57. 7.	27. 40.
Charlton - - - -	D° -	31st Jan. 1804	21. 1.	73. 58.	9th Feb.	57. 12.	26. 10.
Sir W. Bensley - -	Madras	23d April 1805	20. 24.	68. 24.	27th April	57. 10.	24. 20.
Coutts - - - -	China	12th May 1806	19. 58.	67. 33.	16th May	56. 25.	24. 29.
Elphinstone - - -	D° -	6th March 1807	20. 8.	73. 40.	13th March	57. 18.	26. 18.
City of London - -	Bengal	16th April 1808	20. 38.	65. 35.	19th April	57. 40.	23. 15.
Sovereign - - - -	D° -	10th March 1809	20. 18.	73. 21.	17th March	56. 31.	25. 30.
Sir W. Bensley - - -	D° -	11th March 1809	20. 55.	71. 8.	17th March	56. 50.	26. 44.

the Ships named have experienced in passing the MAURITIUS; and likewise the computed distance each Ship their Latitudes and Longitudes. at those times.

Distance.	CONVOY, or not.	REMARKS of WIND and WEATHER.
Miles.		
236	No Convoy - - - -	In lat. 20. 18. long. 71. 6. variable winds and unsettled weather; latterly, wind easterly. In lat. 24. 26. long. 58. 12. a fresh breeze throughout, from the SE.; mostly clear weather.
245	Convoy H.M.S. Heroine - -	In lat. 20. 32. long. 66. 52. pleasant trade and fair weather. In lat. 24. 35. long. 57. 51. first part moderate; middle and latter, fresh breezes at SE. Cloudy weather.
506	No Convoy - - - -	In lat. 21. 13. long. 84. 11. fine breezes, and fair weather; the wind at NE. In lat. 25. 56. long. 56. 56. light winds; variable latterly, increasing to a fine breeze; cloudy weather; wind, N. by E.
346	No Convoy - - - -	In lat. 20. 29. long. 68. 16. a light trade throughout, and fair weather. In lat. 26. 16. long. 58. 14. fresh gales to the SE. and squally weather.
212	Convoy H.M.S. Brave - -	In lat. 21. 12. long. 69. 40. pleasant trade, and fair weather. In lat. 24. 2. long. 56. 48. fresh trades, and cloudy weather.
430	No Convoy - - - -	In lat. 20. 34. long. 68. 49. the first and middle parts, heavy gales to the SE. with heavy squalls, labouring much; at noon, moderate and fair. In lat. 27. 40. long. 57. 7. first and middle parts, moderate breezes to the NE. and fair weather; latterly squally, with heavy rain.
340	No Convoy - - - -	In lat. 21. 1. long. 75. 38. fresh trade throughout, and fair weathe r In lat. 26. 10. long. 57. 12. first and middle parts, light, variable; and latter, moderate breeze and fair weather.
240	Convoy H.M.S. Trident, Admiral Rainier - - - -	In lat. 20. 24. long. 68. 24. moderate breezes, and fair weather to the eastward. In lat. 24. 20. long. 57. 10. strong trade to the SE. mostly cloudy weather.
239	Convoy H.M.S. Lancaster -	In lat. 21. 15. long. 65. 16. the first and middle parts, fresh trade; latterly, moderate and fair weather. In lat. 24. 29. long. 56. 25. fresh trade, and cloudy weather.
348	Convoy H.M.S. Belliqueux -	In lat. 20. 8. long. 73. 40. strong trade, and fair weather. In lat. 26. 18. long. 57. 18. moderate winds; variable, at ESE. to ENE. with hazy weather, and rain latterly.
165	Convoy H.M.S. Monmouth -	In lat. 20. 38. long. 65. 30. pleasant breezes to the NE. In lat. 23. 15. long. 57. 40. first part, moderate breezes, and cloudy; wind easterly; middle, squalls; latter, fresh breezes and fair.
300	Convoy H.M.S. Culloden - -	In lat. 20. 18. long. 73. 21. fresh trade, SE. throughout, with pleasant weather. In lat. 25. 30. long. 56. 31. moderate breeze at NE. cloudy weather, with heavy sea.
374	- D° - - D° - - -	In lat. 20. 55. long. 71. 8. fresh trades throughout, with squalls, and rain at times. In lat. 26. 44. long. 56. 50. first part, a fresh breeze at NE. middle and latter, a heavy gale to the NW.

29th December 1809.

Number of SHIPS which have proceeded to India, in each Season, since the Year 1796;—with the Number of Ships which have been Lost, Burnt, or Captured, in each Season.

	Number of Ships which proceeded to India.	Burnt or Lost.	Captured.	TOTAL CASUALTIES.
Season—1776 - - -	23	1	None	1
- - 1777 - - -	21	2	1	3
- - 1778 - - -	22	2	None	2
- - 1779 - - -	25	2	5	7
- - 1780 - - -	21	2	2	4
- - 1781 - - -	29	4	None	4
- - 1782 - - -	24	1	None	1
- - 1783 - - -	13	None	None	None
- - 1784 - - -	27	1	None	1
- - 1785 - - -	43	2	None	2
- - 1786 - - -	34	1	None	1
- - 1787 - - -	31	None	None	None
- - 1788 - - -	32	1	None	1
- - 1789 - - -	31	1	None	1
- - 1790 - - -	25	None	None	None
- - 1791 - - -	28	1	None	1
- - 1792 - - -	43	None	2	2
- - 1793 - - -	46	None	None	None
- - 1794 - - -	34	None	1	1
- - 1795 - - -	46	2	None	2
- - 1796 - - -	46	3	1	4
- - 1797 - - -	26	None	1	1
- - 1798 - - -	40	1	None	1
- - 1799 - - -	34	2	1	3
- - 1800 - - -	49	None	None	None
- - 1801 - - -	39	None	1	1
- - 1802 - - -	46	2	2	4
- - 1803 - - -	54	None	2	2
- - 1804 - - -	51	3	1	4
- - 1805 - - -	49	2	1	3
- - 1806 - - -	46	1	None	1

Number of SHIPS Burnt, Lost, or Captured, in the following Seasons.

	Number of Ships which went out.	Burnt or Lost.	Captured.	TOTAL.
Six Years War - from Season 1776 to Season 1781 inclusive - Old System	141	13	8	21
Six Years War - from Season 1792 to Season 1797 inclusive - Old System	241	7	4	11
Six Years War - from Season 1801 to Season 1806 inclusive - Old and New System - - - - -	358	8	7	15

X.

Select Committee on East India-built Shipping.

Jovis, 12° die Maii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *Benjamin Castledine,* Called in; and Examined by Mr. HARRISON.

Mr. Benj. Castledine.

YOU are a timber-merchant?—Yes.

How long have you been a timber-merchant?—About four and thirty years.

Have you been in the habit of purchasing large oak-timber for ship-building?—Yes.

In what counties have you principally purchased?—In Surrey and part of Sussex, and part of Hampshire.

Any in Berkshire?—Yes, and Berkshire.

From the length of time you have been engaged in this business are you well acquainted with the counties you have enumerated, particularly the three first?—Yes, particularly where I travel.

Take the first county, and enumerate any places where there are considerable quantities of large oak-timber?—You mean that that is now fit to fell.

I am now speaking of what is fit to fell?—The first is Mr. Barrett's, at Brimley in Surrey; the next is Mr. Leach, of Whatley in Surrey; and John Stillwel, Esq. in the same parish.

Where else?—Mr. Wood's at Shotwick, his estates are in Dunsford, a great many of them; and in Godalming he has got some of them.

What are the other places?—William and Henry Giles, at Godalming; Mr. Pointz, of Medhurst; Sir Thomas Miller, at Froyle in Hants.

Do you know Billinghurst, in Sussex?—Yes; but very little about Billinghurst.

Is there much timber at Petworth?—I do not know much of Petworth, to speak of the particular estates; there is Sir Robert Mackworth, that is in Hampshire; 'Squire Benyon's, that is in Hampshire; and Sir Charles Pole, in Hampshire; there is the Purriers estates; which all join together, very large estates.

Are the names you have enumerated persons of whom you have been in the habit of buying occasionally?—Not all of them.

Any proportion of them?—Most of them; there are some of them have not cut any timber for some time.

If I were to give an order for timber of a large size fit for ship-building, what quantity would you undertake to supply me with, out of this fall and the next, out of your own connection?—I think I can supply five or six thousand loads; I buy timber of other persons besides those; thirty or forty others perhaps.

If I wanted five or six thousand loads of timber you could get it, fit for building large-sized vessels?—Yes, without any difficulty.

Are you in the habit of buying occasionally of carpenters and persons of that description?—Yes.

What description of timber do you buy of carpenters?—As I have rode along I have looked into the yards, and have seen sometimes twenty loads, and sometimes three or four, and sometimes more; and they will sell out of the best of the lots again.

They will buy any quantity they may meet with, and then they pick out what they want, and sell the best to you?—Yes; compass-timber, and such as I think fit for ship-building.

The prime part of the lot, and such as he does not want, he will let you have?—Yes.

Mr. Benj. Castledine.

What do you mean by compass-timber?—Compassing-knees, and such as are fit for the timbers of a ship, crooked timber fit for the lower futtocks and lower parts of the ship?

Crooked pieces?—Yes; and some prime straight pieces, when I see them that I think are valuable.

When you say you could get me five or six thousand loads if I wanted them, could you get them at a lower price than it stood at last year?—Yes, I think I could.

Have you ever found any difficulty in the management of your business, in getting any quantity of large timber that was required by your customers?—No, not when I had an order to get it.

From your experience as a timber-merchant for four-and-thirty years, is there any present scarcity of good-sized timber?—No; I do not think there is, not if the consumption is not so much as it was.

Has the consumption within the last eight or ten years been very considerable?—Yes, more so than ever I knew it before.

During what year was there a particular demand?—Within these last twelve years or thereabouts.

You mean within that twelve years the consumption has considerably increased?—A great deal.

During that increased demand, have you been always able to supply your customers without difficulty?—Yes.

Am I to understand you, that if the demand was to continue as it has been for the last twelve years, that you would not be able to continue to supply it in the home counties to that extent?—No, not if the demand was as great as it has been within that time.

Should you be obliged to go into the counties a little more distant, under those circumstances?—Yes, certainly.

Is there, in the counties you have been enumerating, a succession of timber of different ages coming up to supply the cutting of the large?—Yes, there is a vast quantity indeed in Surry; altogether they have cut a great deal of the large away, and have been saving it within a few years past; and some gentlemen I know have planted the whole of the farms where they have been poor.

Where they had poor farms they planted timber?—Yes, planted the whole.

Is more care taken of it now than was formerly?—A great deal.

Then you do not apprehend any scarcity in future?—No, not if the demand is not so great.

If the demand is as great as it has been for the last twelve years, the home counties would not supply that demand?—No, they would not.

Is there coming forward in the home counties a very large quantity in succession to cut?—A vast deal more than there was formerly, I think; because there is a vast deal of timber from fifteen to twenty and five-and-twenty feet in the piece, round timber; it is very thick indeed.

From fifteen to five-and-twenty feet round measure in a piece?—Yes, very great quantities.

Is there a very large quantity of all sizes, from five-and-twenty feet down to the lowest description, coming on in succession?—Yes, from a foot up to five-and-twenty.

[*Cross-examined by Mr. Grant.*]

When you say there is a quantity of large timber in the home counties, to what sized timber do you refer principally?—From forty to sixty and eighty feet.

How soon will the timber which you talk of, as being from fifteen to twenty and twenty-five feet, round measure, become large timber for the purposes of ship-building?—That depends a great deal upon the soil of the country; it grows much faster in some parts than others; I have known an instance of a tree being only 67 years, that hewed two load and six feet, that is 106 feet; I bought it myself.

You mean to describe that as a very rare instance?—Yes: I know a copse near that place that several people in the parish have been ploughing and sowing with corn; the timber was cut down four or five years ago, and most of it fine plank timber for ship-building.

Generally speaking, have you observed enough of the timber which you describe as from fifteen to twenty-five feet, to say how soon the greater quantity of it will be fit for

for ship-building as large timber?—Upon a general average, I should think it would take eighty years, taking it generally. *Mr. Benj. Castledine*

You mean it would take about eighty years from this time?—Yes; I mean taking the bad and good timber together, because some will come sooner, of course I mean from the first beginning of its growth.

That is, that it will be about sixty years from this time before the greater quantity of it comes into use as large timber?—Some of it will come into use in sixty years as plank, and so forth.

And some will not be ready so soon?—No, it will not.

Therefore, I understand you to say, that if the demand for large timber continues in the intermediate time as great as it has been, there will not be a sufficient supply of timber in those counties you have enumerated to meet that demand?—Not if it continues as great as it has been for the last twelve years.

You cannot speak accurately to how many loads a year, upon the average, have been supplied by those counties within the last twelve years?—No, I have bought two thousand loads in a year.

When you state, that if the demand continues, the supply will not be able to meet it in those counties, you judge from your observation of the quantity that has been cut of late years, compared with the quantity yet left standing?—Yes.

You state that you have found no difficulty in providing such quantities of timber as have been ordered?—No.

You have been obliged to pay smartly for it sometimes?—Not more than the market-price.

But the market-prices, in consequence of the great demand, have gone on increasing?—Yes, certainly.

Can you state, in a rough way, how much the price of timber, to the grower, has increased within the last twelve years?—I think what was eight then would cost twelve now.

I believe it had increased at that time considerably from what it had been about eight or ten years before that?—Oh, yes; ten or fifteen years before that it was not above 4*l.* a load.

As I collect from your two last answers, the price of timber to the grower has within the last twenty-five years trebled itself?—Yes.

Have you known instances in which a woodland has been converted into tillage?—No, I have not.

You never knew an instance of that?—Not that I recollect; without it has been a pleasure-ground grubbed up.

I should like to hear from you, whether, supposing the price of timber to continue stationary, it is more profitable to a grower of timber to cut down his tree when it is forty feet, or to let it stand till it is sixty?—It certainly would be to the profit of the gentleman to cut one down and leave the other to grow.

I mean to ask, supposing you had a tree of forty feet, and you knew that the price of timber would remain the same for the next twenty years, would not it be more to your profit to cut that tree down now than to let it stand?—No; if it was in a growing state I should not think it would, because it would grow so much faster.

In what time, upon an average good soil, would a tree grow from forty feet to sixty?—I think it would grow a foot and a half a year; some more and some less; in some places it would grow two feet.

Do you mean to state that as the usual growth of timber?—Where it grows well.

Do you speak of a very good soil, or an ordinary good soil?—I speak on an average; where it is bad soil perhaps it will not grow above a foot.

And your average is a foot and a half?—Yes.

Would it take about fourteen or fifteen years for a tree to grow from forty feet to sixty, on an average good soil?—I think it would grow a foot and a half annually.

What would be the price of a tree forty feet round measure, at the present price of timber?—The tree would be worth four-fifths of 12*l.*

Now take a tree of sixty feet?—That would be a load and one fifth, that is ten feet over.

And the value of that tree would be what?—About 14*l.* 8*s*

Does that include the value of the tops?—Yes; when I am speaking of round timber standing, I include the whole.

Mr. Benj. Castledine.

Then I understand from your calculation, that the tree increases in value about fifty per cent. in growing from forty to sixty feet?—Yes, I should think it would increase; certainly, I mean, according to the growth of it.

Then would it be profitable to the grower to let his tree grow thirteen or fourteen years longer, when it increases in value only fifty per cent.; in that time a sum of money will double itself?—I do not know how the money might pay; if the price should remain as it is at present it would be profitable to let it stand.

Might it not be profitable to a grower to cut down his tree at forty-feet, and plant another which would come to some value in thirteen or fourteen years?—Not if it was a good growing tree; I do not think it would, unless it was to let others up, because it would grow faster after it gets to forty years than a young tree would.

What would be the value of a tree of thirteen or fourteen years old?—I suppose it might be, perhaps, three foot in some good soils.

What would be the worth of it on an average?—We cut them down to get them for spokes.

What would it be worth?—It might be worth four or five shillings; it is stuff that does not pay much money; then after that time it begins to increase in size, and they cut them down to thin the copses.

[*Examined by the Committee.*]

In thirteen years it will grow pretty thick?—Yes, it will grow faster from that to twenty years, and then it will grow faster still.

Then you would gain thirteen years towards having your tree forty feet again?—Yes.

You said that you thought that there would be a scarcity, if the consumption continued as it has been during the last twelve years?—Yes, if there was as great a demand for ship-building.

You speak as to the counties with which you are acquainted?—Yes.

You would be obliged to take a larger range?—Yes.

Do you know any thing of those other counties to which you would then resort?—Very little; I have been through Berkshire and other parts, but not to inquire.

Then you do not know how that wider range would answer your purpose?—No.

You have said, that if you had an order for 6,000 loads you could supply it?—Yes.

What was the largest order you have ever had?—Two thousand loads in a year.

What is the largest order?—I have never had an order for the quantity; I was to buy what I could, and Messrs. Brents were to take what I could buy, and they have had 1,500 loads in a year. About five years ago, when there was so much building, I was obliged to buy small timber with the large.

In order to supply that order?—Yes, to supply that order, because I bought of carpenters and timber-merchants, and different people.

In your purchases of timber, what proportion of it has been large, such as would come to sixty-feet metings, and what under forty feet?—That might be according to the timber-merchant I bought it of; perhaps sometimes it was three parts large and one part small; sometimes half as large; and the other is small, and spokes; I am obliged to take the whole off the timber-merchants hands.

Off the growers hands?—No, not then.

You do not purchase from the growers?—Yes, we do.

Then how do you buy of them?—As they set it out; sometimes it is all large, and sometimes not half.

You have always bought on speculation, and not on order?—No, not on order; I have served Mr. Brent's people with a large quantity of timber, and when they have had ships to build, and wanted timber, I have gone out and bought timber for them.

But you never bought on speculation as far as six thousand loads?—No; I should never purchase on speculation as far as six thousand loads.

Mr. *Major Bull* Called in; and Examined by Mr. HARRISON.

Mr. Major Bull.

Are you land-steward to the Earl of Carnarvon?—Yes.

How long have you been land-steward to that family?—Twelve years.

Has

Has your situation led you to know the state of the timber in the part of the country in which his lordship has estates, and other considerable proprietors?—Yes. *Mr. Major Bull.*

In what part of the country does his lordship's estates principally lie?—In Hampshire and Berkshire; that is the neighbourhood I am to speak of.

In Wiltshire he has timber?—There is mostly elm on his estates in Wiltshire.

The timber upon which I wish to get your information is oak-timber, and of a size fit for ship-building purposes; can you specify to the Committee, upon lord Carnarvon's estate, any quantity of oak-timber of that description?—Yes.

And whereabout that lies?—In the parish of Highclere and Burghclere, there are from ten to twelve thousand loads.

Of timber of a size fit to cut now?—Just so.

Is that timber growing in woods?—A great deal of it in woods, and a great deal in hedge-rows.

That is what you would call a timbered estate?—Just so.

Will you name any other estate in Hampshire on which there is any considerable quantity?—There is the parish of Sedmonton, Kingscleare, and Echenswell, belonging to Sir Robert Kingsmill and others.

What quantity would you say there is in that neighbourhood?—From seven to eight thousand loads.

Of timber of the same description?—Of the same description.

Committee.]—Do you speak from actual observation?—I speak from the knowledge I have obtained in riding through the country; to the best of my opinion there must be that quantity.

Mr. Harrison.]—You have not actually made a measurement of it to state exactly the quantity?—No.

But in your judgment and experience, from having the care of lord Carnarvon's estates, are you able to state, with some sort of general certainty, that there is that quantity?—I am.

Have you been in the habit of felling in those parishes?—No.

Have you been in the habit of felling, or have you had timber to sell elsewhere?—No, I have not.

Committee.]—Have you examined the estates with a view to the quantity of timber particularly?—In riding generally I have examined and seen the timber.

You have the care of those estates, the Committee understand?—Yes, I have.

Have you ever looked at the estates with a view to ascertain the quantity of timber there might be on them, if it was wished to cut it?—Yes, I have repeatedly done that on the estates of lord Carnarvon, but not on those last estates I have mentioned.

Mr. Harrison.]—Have you, as lord Carnarvon's steward, been in the habits, since you have held that situation, of looking at his woods with a view to ascertain what quantity of timber of that description he has to cut, when he wishes to cut it?—I have.

Have you gone through his woods with some accuracy for that purpose?—Yes.

Do you understand the measurement of timber?—Yes; I sell his lordship's timber, and have done for these ten years.

Then you know, by looking at timber, from the general judgment you have of the thing, what its value is?—I do.

With that knowledge, having sold his lordship's timber, and looking through his woods to ascertain what quantity of timber he has to sell, you state that in your judgment he has that quantity?—I do.

Do you think that in stating that, you are under the mark?—Yes, I do, considerably.

You have stated that there are in certain parishes the woods of Sir Robert Kingsmill, and others?—Yes.

In what way do you know those woods?—By repeatedly riding through them.

Are they in the neighbourhood of where your business leads you?—Just so, they adjoin the parish.

In giving the quantity you have, of seven or eight thousand loads, do you think you are speaking within compass?—I am sure I am.

Will you enumerate any other estates in that neighbourhood with which you are acquainted?—There is the parish of Wasing and Aldermaston, that belongs chiefly

Mr. Major Bull.

to Mr. Mount, and Mr. Congreve and others; and I suppose there are from four to five thousand loads there.

In the same neighbourhood, in adjoining parishes?—Yes.

Will you enumerate other parishes?—Inglefield, Beenham and Bradfield, belonging to Mr. Benyon and others.

What quantity would you state there?—From four to five thousand loads.

Will you go on enumerating other estates with which you are acquainted in the same way?—Bucklebury and Donnington, from sixteen to eighteen thousand loads.

Whose properties are those?—Chiefly Mr. Hartley's, Crookham, and Brimpton.

Who do those principally belong to?—Lord Selsey, and others.

Are those also in the same neighbourhood?—Yes.

What quantity would you put, in the same way, on those?—From one to two thousand loads.

Will you enumerate some others?—Landleford, Woodspeen, and Ham.

Who do those principally belong to?—Mr. Montague and others.

What quantity would you state there?—From two to three thousand loads.

Have Sir Charles Pole and Sir Robert Mackreath any properties in this neighbourhood?—In Ewhurst and the adjacent parishes.

Are those on the borders of Hampshire too?—Yes, they adjoin the parishes I have before mentioned.

What quantity would you state there was in those parishes?—From five to six thousand loads.

Do you know any of lord Craven's estates?—Yes, I do.

Whereabouts are part of those in that neighbourhood?—At Hampstead.

Has he any property at Woodhay?—No, Woodhay chiefly belongs to others; he has some there.

But in Hampstead and Woodhay, belonging to lord Craven and others, what quantity of timber would you state there is?—From three to four thousand loads.

Are you, in the same general way, acquainted with Marlborough forest?—I am acquainted with a good deal of the forest.

To whom does that belong?—Chiefly to lord Aylesbury.

Is that a wooded forest?—Very much so.

Is there very fine timber upon that forest?—Very fine.

Of a large description?—Yes, very large.

Are you able to say, in the same general way, from the acquaintance you have with that forest, what quantity might be cut out of that forest, of the timber we have been speaking of?—I have had a great deal of conversation with a person better acquainted with the forest than myself, and he calculated there was thirty or forty thousand loads.

How near do you live to Marlborough forest?—About twelve miles.

Are you in the habit frequently of seeing it, and riding through it?—Yes.

So as to form a general judgment, at least, of the nature and description of the timber in it?—Yes.

Of what extent is the forest?—I cannot say to a mile or two; but it is very extensive.

Give the Committee some general idea of its extent?—I should think it must be three or four miles square.

Is it well covered with timber?—Very well covered with timber.

Is there upon that a large quantity, or not, of timber of the size that you have been speaking of?—Yes.

Is it thickly covered with timber of that description?—Yes, it is.

Is it a natural growth of timber or planted?—Natural growth.

Are you able, from your knowledge of that forest, to give any idea of the quantity; or do you know that only by information, and by conversing with those who have more accurate knowledge of it?—I had rather not speak as to that.

You do not think you are in a condition to state what quantity there is in that forest?—No.

Is the greater part of the wood of which you have been speaking, natural growth of oak, or is it planted?—Natural growth.

Is there, in addition to the large timber which you have been describing on those estates, a succession of timber, that would, if you were to cut the large timber out, and thin it, come progressively into a state fit for cutting?—Yes.

Then I am to understand that it is a wooded country, containing timber of all ages?—Yes.

From

Mr. Major Bull.

From that which is arrived at a state of maturity down to timber of a young description?—Yes.

Within what reach of carriage is any considerable proportion of this timber?—The whole of the timber is within seven miles of the canals, the Kennett and the Kennett and Avon.

Are the woods you have been describing, in a state in which you would say, as a land-steward, the timber ought to be felled out of them with a view to their improvement, as well as to make use of the timber?—Yes.

Committee.]—Are you speaking of lord Carnarvon's wood now?—No, I am speaking generally.

Mr. Harrison.]—Have any considerable quantities of wood been sold in that part of the country lately or not?—No, not very considerable.

Has lord Carnarvon sold any large quantities lately, or only small quantities in the neighbourhood?—Not very large quantities.

Has lord Carnarvon made any general felling of timber of late years?—Two years ago he cut about three thousand pounds worth for two years running.

Is he cutting any this year?—I cut about forty sticks, that is all; exactly forty.

Had you any reason for not cutting more; was it the price going down?—No, it was not convenient, because my underwood was standing.

It was not convenient, with reference to the general management of the wood?—No.

Then could you not cut the large timber without injury to the underwood underneath?—No.

And that underwood was not forward enough to be cut?—It was not.

[*Cross-examined by Mr. Spankie.*]

Has lord Carnarvon made any considerable fall, besides that you have mentioned, within the last two or three years?—Yes, we have cut annually for repairs.

But not for sale?—Perhaps we have sold 100*l.* worth.

Per annum?—Yes; having more than we wanted.

Have you known any large falls of timber in those counties, within your own observation, within the last twelve years?—Yes, I have seen timber down in the country, as I have gone through it, but I do not know to what extent.

But with the same means of observation as you had of woods growing, have you seen a considerable quantity of woods felled or felling?—Not very considerable.

Do you think, with those means of observation that you have had, there is now the same quantity of large timber standing as was eight, ten, or twelve years ago?—I cannot say.

Can you form any judgment on the subject?—No.

I take for granted, that as having the superintendence of that part of lord Carnarvon's property, you look to what trees are felled, as well as what are growing, as a means of enabling you to judge of the value?—Yes, if I do see them; but I do not know that I am informed of all that are cut in the neighbourhood.

Can you say generally, whether the country has been cleared of large timber within the last twelve years, or has the quantity of large timber increased within the last twelve years, on a general view?—I should think it has increased.

There has been a large demand, and an increasing price for timber during the last twelve years?—Yes, the price has increased.

I need hardly ask, if that is an inducement to sell?—No.

You think it not an inducement to sell?—You said, you need hardly ask it; I should think it was an inducement to sell.

You have spoken generally of timber you have seen, of what age may that timber be, generally speaking?—It is very large timber, and very fine.

Fit for the largest purposes of ship-building?—I should think it was.

And does lord Carnarvon's woods consist of that species chiefly?—Yes.

Committee.]—What do you mean by large?—I mean from one load to three loads of timber.

In a tree?—Yes; but I do not mean that my calculation is upon trees from one load to three.

Mr. *Spankie.*]—How low do you go down in your calculation?—Twenty-five feet.

Committee.]

Mr. Major Bull.

Committee.]—In giving your calculations, you go down as low as twenty-five feet?—Yes.

Mr. *Spankie.*]—Can you say what proportion of the whole growing timber, consists of timber from twenty-five to fifty feet?—I cannot exactly say, but I should not think above a fifth.

So that, in those cases, the timber above fifty feet forms four-fifths of the whole?—Yes.

Committee.]—Of the whole quantity of timber?—Yes.

Mr. Spankie.]—Distinct from the money value?—I have not put any value on them.

You speak of the number of trees?—No, I speak of the number of loads.

Then you say, that the great timber in all those places of which you have been speaking constitutes four-fifths of the whole?—I should think so.

Are those four-fifths timber that continues to grow, or that has done growing?—There is a great deal of it done growing.

You have stated, that you only made these estimates from a general view; that you have not examined the woods to estimate them exactly?—Yes.

Are you acquainted with the state of timber generally in Hampshire, besides those parishes you have mentioned?—No, I am not.

Do you know, of your own personal knowledge, of some very large falls in the Montague estate?—No.

Or of any other great falls?—No.

Then your range of riding has been principally confined to your own neighbourhood?—Yes.

And in those parts the quantity cut has not been considerable?—No, it has not.

I think you stated, however, that it was about 10,000 loads a year?—Yes.

Do you think, speaking of these woods within your own immediate observation, that 10,000 loads a year could be cut, and a succession kept up?—Yes, I should think so.

Committee.] You mean in perpetuity?—In perpetuity.

Mr. Spankie.] Can you, as a person acquainted with the interests of your employer, tell us at what growth, or what quantity of timber, it is most beneficial for a landlord to sell his tree; for instance, if a tree is of forty-feet growth, is it beneficial for a gentleman to let his tree, at the present prices, stand till it becomes a tree of sixty feet?—I cannot exactly say that.

Did you ever turn your attention to that, as connected with the interest of your employer?—No, I never did.

Then, in determining to cut down timber, do you only consider whether it has done growing, or whether it would be profitable to cut it down, whether it has done growing or not?—I have generally cut when it has been done growing.

And you have never considered any other subject?—No.

Do you happen to know whether any considerable proportion of what has been felled in these counties has come to the London market?—No, I do not.

What is the market, according to your own personal knowledge and observation, which chiefly takes off the timber of your counties?—I do not know.

Do you know any thing of what becomes of those 10,000 loads a year of which you spoke; whether it goes to the Thames or to Portsmouth?—No, I do not.

Committee.]—Who has lord Carnarvon generally sold to?—Mr. Smith.

A timber-merchant?—Yes.

[*Re-examined by Mr. Harrison.*]

You have said, that of the quantities you have given us in loads, a very large proportion is timber above a certain size?—Yes.

Did I understand you to say, that a considerable proportion of that was timber that was done growing, and might have been cut a good many years ago, at different periods?—Yes.

Is that the case pretty generally throughout the district you have been describing?—Yes.

And it is from that cause, I suppose, that a large proportion of the quantity you have given us is timber of a very large size?—Yes.

Is

Mr. Major Bull.

Is that also the case in Marlborough forest?—Yes, and at Mr. Hartley's at Bucklebury.

I believe in that forest there is a great deal so old it is gone by?—A great deal of it.

[*Examined by the Committee.*]

You have stated that a great deal of this timber is fit to cut, and has been fit to cut for a considerable number of years—how long will timber stand fit to cut without growing worse?—I cannot say.

Believing those to have stood a number of years in a state fit to cut, if there was a peace for twenty years, do you think at the end of that time it would be fit for ship-building?—Yes; I do not think it would injure much in twenty years.

From the state in which you know it to be in at this moment?—Just so.

How many years do you think it would be before it was injured?—I am not able to judge.

If it has stood a number of years, from what do you judge it will not get worse in twenty years longer?—I cannot say.

Have you ever been in the habit of valuing timber at all?—Yes, I have.

From your general view of the state of Marlborough forest, should you, at a rough calculation, value the timber in it at six hundred thousand pounds?—Yes, I should.

It is all the property of Lord Aylesbury?—I cannot exactly say; but I suppose the major part of it is.

Does your estimate include ornamental timber?—No, I have left that out.

Entirely?—Yes.

If the Committee understand you rightly, you mean to state, that a very large proportion of the timber of this part of the country has been suffered to stand for years since it has come to full growth by the owner?—Yes.

A very large proportion?—Yes.

Notwithstanding the late market-prices?—Yes.

Not being ornamental timber?—Just so.

You have said that ten thousand loads a year are cut down, is not that a great proportion of the timber?—I have formed that opinion from inquiry more than from my own knowledge.

In how many years do you suppose the quantity you have enumerated would be cut down, at the rate of ten thousand loads a year?—Perhaps in ten years.

And yet you think there has not been much cut these last twelve years?—Not close to my neighbourhood, there has not; but I cannot speak as to ten thousand loads of oak being cut. I have made a mistake in my answer as to the quantity cut; my memorandum states three thousand loads to have been cut, instead of ten thousand.

If those woods consist of large trees, there can hardly be a succession in them?—Yes, there is a very large succession.

What size are those trees which you consider now to be in succession?—From six or seven feet to twenty-five.

In how many years do you suppose those trees would arrive at fifty feet?—I should think five-and-twenty years.

Have you any experience in the growth of timber?—I have made a little observation.

Have you ever tried any trees to observe how they did grow?—Yes, but I have not my book in my pocket, and therefore I cannot recollect it; I was not aware of this, or I could furnish it.

You have not an idea of the general results of those measurements?—No.

You could not say, upon an average, how long a tree was growing from forty to sixty feet?—No.

You, of course, as a land-steward, take into calculation the profits of improving land in agriculture or planting?—No, I have not; lord Carnarvon generally manages those things himself.

If you were to take that into calculation, you would calculate the expense of the planting, and the time it would take for the trees to come to perfection?—Yes, certainly.

And against that you would set the rents of the land?—Yes.

And you would allow compound interest, I suppose, in the rent?—Yes, I would allow interest for money.

And of course compound interest?—Yes.

Mr. Jacob Read Called in; and Examined by Mr. ADOLPHUS.

Mr. Jacob Read.

You are a timber-merchant at Limehouse?—Yes.

How long have you carried on that business?—About thirty years.

In what counties have you particularly dealt within that time?—Within the last seven years several of the different counties in Wales, Herefordshire, Worcestershire and Gloucestershire.

Name the counties in Wales?—Glamorgan, Brecknock, Monmouth and Radnor.

Have you also felled in Warwickshire?—And Warwickshire.

What description of timber have you generally dealt for in those counties?—Timber in a general way, but principally large.

Oak-timber?—Oak-timber I am speaking of.

Have you principally dealt for that sort of timber which is adapted to the building of large ships?—Exactly.

Have you ever visited those counties in the course of your dealings?—Frequently.

Have you made observation upon the state of timber there?—I have.

Is there in those counties a considerable quantity of large timber fit for the purposes you generally deal for?—I think in the counties I have named, taken collectively, you may calculate each county will produce sufficient for a seventy-four-gun ship, that is, one county with another.

In the eight counties you have named, you could collect eight seventy-four-gun ships?—That is my opinion.

Would that exhaust the timber, or would there be other timber in succession coming forward?—Timber in succession of course.

Suppose you took away the whole of that quantity of timber at one fall, how soon do you imagine you could take large timber again?—Fifty years.

Do you mean, that by taking away the quantity you have described, you would make the counties so naked it would be fifty years before you could take large timber again?—For seventy-fours.

You speak of the largest kind of timber when you speak of that which is fit for the building of seventy-fours?—There are some timbers that are larger than those used for seventy-fours; I confine myself to those used in building seventy-fours.

You speak of taking away large timber to build seventy-four-gun ships?—Yes.

If you took away that, what would be the age of timber you left to come in in succession?—Thirty or forty years.

You mean then, that to get this quantity of timber, you would take away all the timber above thirty or forty years old?—Yes; I think that would be the case.

Is there any timber standing in those counties between the ages when it is fit for seventy-four-gun ships, which is taken to be about ninety years and forty years?—I expect there is.

But in order to get the quantity of timber you require for eight seventy-four-gun ships, should you take away all that timber, and leave none but what is forty years or under?—No, not all the timber, or how could we leave any between forty and that which is fit for seventy-fours.

Then if you collected as much timber out of each county as is fit for one 74, should you still leave standing timber coming forward in succession so as to be fit for building other ships?—Yes, large ships, East India-ships, ships of 1,200 tons.

Would that timber be coming forward in another succession, so as to form a supply for the market?—Certainly, to contribute.

To contribute in a fair proportion to the extent of the woods?—As is generally the case, I should think, taken upon a fair scale.

Of what growth do you reckon the timber to be which is fit for the building of ships of 1,200 tons?—From 90 to 100 years; the soil makes a material difference in the growth of timber; the timber fit for seventy-fours must be, upon an average, 100 years; from 90 to 100.

In your dealings with those counties, do you find sufficient facilities in bringing your timber to market?—As much as can be expected, being at such a distance, calling this the market; there are canals leading to the Severn, and into the Wye.

Have you, in the course of the 30 years you have been a timber-merchant, ever known any difficulty in finding supplies of large timber fit for ship-building?—Never, quite the reverse.

Have you ever known, by yourself or by any other person, a contract declined from a fear

Mr. Jacob Read.

a fear of being unable to supply the timber?—I never knew such an instance, but quite the reverse; I have had abundance offered to me.

Have you abundance offered to you at this time?—In the year 1813.

Of large sizes?—Of sizes fit for large ships, particularly ships of 1,200 tons and upwards, but owing to the state of the River it could not be sold. I have two extracts of letters here which I could refer to.

Are the present prices of timber as high as they have been for some late years?—No.

What is the cause of the decline in the price?—No consumption.

Have you any reason to believe there is any scarcity of large timber at home?—I have not; I do not really believe it; I say that from extracts of letters I have received within the last twelve months.

Do you say that from your own observation also?—Yes, from my own observation, and from the letters of my correspondents.

You have spoken of offers in business, have those offers proceeded from the counties on which you have made particular observation?—They have.

Do the observations that you have made enable you to say whether or not it was probable they could be fulfilled if you had accepted them?—I thought it probable.

Then you did not refuse the offers because you thought they could not be fulfilled?—No.

Only because it did not suit you in your business to close with those offers?—There is no consumption.

Do you know the state of the Royal Forests at all?—I have some knowledge of the forest of Dean, and of the New Forest in Hampshire, and I perceive they are taking a great deal of care there.

Great care is taking to protect and encourage the growth of young timber?—Yes, that I believe, because I have been there and seen it.

Are private proprietors adopting the same course also?—Not to the same extent; where they can, I suppose they do; but I cannot speak so pointedly to that.

Have you any means of knowing what quantity of large oak-timber is annually brought out of Wales?—No, I have not.

[*Cross-examined by Mr. Grant.*]

I understand you to say, that if you were to take upon an average a seventy-four from each of the counties you have mentioned, you could not get a second crop of seventy-fours from them for fifty years?—No, I could not.

When you say, therefore, that there will be a succession of large timber in those counties, you take into your account that that succession will come up in half a century?—In half a century, leaving some of it at forty years to grow up to ninety years.

Then when you say that upon an average, you would calculate on finding timber for a seventy-four from each of those counties; you mean that only on the supposition that you cut down all the trees above forty years growth?—No; not all above that, because between the forty and eighty or ninety years, you must leave some standing; there would be timber of fifty years and sixty years not applicable to seventy-fours that would be left.

If you leave timber coming on, say of fifty or sixty years growth, do you take into your account that it would be fit to cut for large ships between this and fifty years hence?—Yes.

Then, supposing a succession of large timber to be required annually from those counties; can you state what they will be likely to yield in future years?—No, I cannot answer that pointedly.

Can you form no rough guess how many seventy-fours, or what part of a seventy-four, you could get annually for twenty years to come.

No; I say that in fifty years after the first fall it would produce eight ships more; but I cannot say what it would produce annually; it would be reduced.

Can you say whether there is as much timber of one hundred years growth in those counties now as there was six, eight, or ten years ago?—I should think not.

Do you conceive that the great prices at which timber has been within that period, has had the effect of occasioning a great deal of timber to be felled in those counties?—The higher the price, I should think, it would so operate.

Mr. Jacob Read.

Do you know what number of loads of timber go to a seventy-four?—About seventeen hundred loads, I think.

Committee.]—Round measure?—No, at this market, square measure.

Mr. Grant.]—Are you speaking of large timber, or plank?—I am speaking of timber.

It does not include the plank?—It may include a little of what we call spirketting and clamp.

You do not include the wales used on a seventy-four?—No, I was only asked as to the timber.

I understand you to be of opinion then, that in consequence of the great demand for large timber, the quantity of large timber in the counties you have mentioned, has diminished of late years?—As it has in every other place; seventy-fours have been built in great numbers.

Then supposing the demand to continue for six years to come, at the same rate that it has been for six years past, you conceive that the decline in the quantity of large timber would go on?—I think if they were to continue building seventy-fours for the next six years as they have for the last six years, the large timber would decline.

You have stated yourself to have dealt not merely in timber for shipping, but for other purposes?—Principally for shipping.

[*Re-examined by Mr. Adolphus.*]

You have distinguished between the timber and the plank in a 74; when you speak of taking timber from those counties for eight 74s, do you mean that which is technically called timber, without alluding to plank?—Timber only.

Leaving other trees standing, which would be fit for the timber of 1,200-ton ships, and for the plank of all ships?—Yes.

You say, that if as many seventy-fours were built in the next six years as have been built in the last six years, the quantity of timber would decrease?—I think so.

Would that decrease, in your mind, produce any alarm of a scarcity?—Not at all.

Have you any conception of the number of seventy-fours that have been built in a year for the last six years?—No.

It has not fallen within your observation?—No, it has not.

[*Examined by the Committee.*]

If those counties contribute annually, as the trees come to perfection, will there then be sufficient for eight seventy-fours at the expiration of fifty years?—I cannot answer that question; I have not used the word annually; take away eight seventy-fours now, in fifty years there will be timber for eight more seventy-fours.

If none is cut in the mean time?—I do think that the timber which is applicable to them should be left to come to perfection.

What may be the extent of your dealings in timber; what quantity may you buy and sell annually?—It sometimes has been from fifteen to twenty thousand pounds a year.

You cannot give the medium of the price per load?—No, I cannot, with that satisfaction to myself that I would wish to do.

You think, if you had had an order for ten times the quantity, you could have got it?—I think I could, from an extract of a letter which I hold in my hand.

Do you think you could have continued it for any number of years successively?—I do not know how long a time; I suppose three or four years; because it was pointed out to me that that was the case; indeed, I was told, that let the demand be what it would, they would supply me.

Is that from a country dealer, or an owner?—A country dealer.

A man you know to be a man of capital?—Certainly.

XI.

Select Committee on East India-built Shipping.

Veneris, 13° *die Maii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. John Barnard, was Called in; and Examined by Mr. ADOLPHUS.

Mr. John Barnard.

YOU are a timber-merchant, I believe?—I am.

How long have you been a timber-merchant?—Thirty years.

Have you in that time dealt largely in oak-timber, such as is fit for the building of large vessels?—About half that period, very largely.

From what counties have you principally derived your supplies?—From Berkshire, Hampshire, Buckinghamshire, Hertfordshire, and principally, within a few years past, Essex.

Do you know of any considerable quantity of large oak-timber standing in Buckinghamshire?—Yes.

Upon whose estate in particular?—Mr. Drake's, at Amersham, and the adjoining parishes.

From your own observation, what quantity of timber are you enabled to state is on Mr. Drake's estate, of a large description?—I should suppose there are two thousand loads.

Do you mean that there is that quantity at least?—Of timber fit for large ships.

Any other estate in Buckinghamshire?—The Bulstrode estate.

Is there much timber there?—I should think there is, I have seen a great deal.

Are you able to fix upon any quantity you could speak to as being there?—No, I should rather decline that.

But there is a good deal?—Yes.

Of large timber?—Of large timber.

In Essex, whose estates do you know that have large timber on them?—Mr. Stroud's, in Tarling Woodham, and some other parishes.

What quantity of large timber are you able to speak to as being on those estates?—I should think at least two thousand loads.

Of large timber?—Large timber.

Name any other?—Lord Waldegrave, at Knarestock.

How much timber can you speak to as being there?—One thousand loads. Mr. Wright's, at Kelvedon Hall, an adjoining estate, the quantity I cannot speak to, but suppose there is quite as much, or more than in the other.

As much or more than what you mentioned last?—Yes, very large fine timber; Lord Petre's estate in Thorndon, and adjacent parishes, very fine and large timber.

Is this which you have mentioned growing in woods, or is it ornamental timber?—Woods, chiefly woods.

And not ornamental timber?—There is a great deal of Lord Petre's timber in woods, and not ornamental timber.

What has been your rate of purchase of timber for the last twenty years; how many loads a year do you think you have purchased?—I think I may say a thousand upon the average.

Have you ever found any difficulty in obtaining any quantity of large oak-timber in the course of that time?—None.

Have you any apprehension of any difficulty from any circumstance that has come within your knowledge?—Certainly not.

Mr. John Barnard.

Can you tell, from your observation, whether besides the large timber, of which you have been speaking, there is a large quantity of average-sized timber, likely to grow up, so as to come into use as large timber?—Most assuredly there is a succession.

Is that your general observation as to the counties to which your knowledge extends?—I am speaking as to a general observation.

What quantity of timber could you, from the present fall, procure immediately from your own connections fit for the building of Indiamen.—Two thousand loads, I think.

[*Cross-examined by Mr. Grant.*]

There has been a great demand for timber during the time you have been concerned in this trade?—There has.

A great deal of large timber has been felled during that time?—Yes.

Do you conceive there is as much timber of the largest size standing now, as there was when you commenced your concern in the timber trade?—Certainly not in those districts of which I have spoken.

In those districts you do not think there is so much standing of the larger size of timber as there was some years ago?—No.

The price has risen a good deal, in consequence of the great demand for it; has it not?—I presume it has.

Have you turned your attention enough to the price of timber, as connected with the growth of it, to answer me this question; whether, in proportion, it is more profitable to cut down a tree of forty-feet, or to let it stand till it becomes seventy or eighty feet, supposing no difference in the general price of timber?—I have not.

[*Examined by the Committee.*]

You have stated, there is a considerable quantity of timber for ship-building; now if that was all cut down this year, would there be any succession of timber for the next year of the same size?—Certainly not.

In how many years do you suppose there would be?—Twenty years.

Then to have a regular succession, you could only cut down one-twentieth part of this timber annually?—That depends, in my opinion, on difference of soils.

Of this quantity you have stated to be now standing, you could only avail yourself of a regular supply, by cutting down one-twentieth part of it annually?—I suppose so.

Mr. Robert Harvey, Called in; and Examined by Mr. HARRISON.

Mr. Robert Harvey.

I believe you have the management of Lord Bagot's woods in Staffordshire and in Wales.?—Yes.

Have you, in your experience, derived from that circumstance a general knowledge of the state of oak-timber in Staffordshire?—Pretty much.

Is there in Staffordshire a considerable quantity of oak-timber?—Yes.

Of what description is it, as to size?—Of almost every description.

Is there a considerable quantity of large oak-timber in a state fit for cutting for the purposes of building large vessels, men-of-war, and indiamen?—I am not acquainted with the building of ships at all; but there is a very great quantity of large old timber.

What do you call large timber, with reference to measurement, speaking of round measure?—We have them from forty-feet, and lower than that; but below that we call it coppice timber, but from forty to three hundred feet.

Forty-feet round measure, we have been told, is sixty-feet square?—Yes.

Upon Lord Bagot's woods, what quantity would you have now to cut of timber you call large timber?—I can scarcely tell; it is almost beyond calculation in our fall of this year of timber that averages above fifty feet; and between fifty and three hundred feet we have sold about two thousand two hundred loads.

You have sold this year two thousand two hundred loads of timber fifty feet round measure and upwards?—Yes, I have taken it from the person we employ to sell our timber; I took the average of the coppice timber, and the average of the whole.

That is the fall of the present year?—Yes.

How many trees of a large size?—They average from the smallest up to the largest; I think more than two loads a tree; in felling the coppice, if there are some undersize we take them down; if they were left they would die when the larger ones are taken away, therefore we take them down, and that makes the average less, we

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Mr. Robert Harvey.

go by round measure; the man who measures them, takes the length and the girth, then doubles the whole, and doubles it again, and that is cast up, and gives the size; my reason for mentioning the small trees is, that the timber would come to a greater average, but there are some small trees which must necessarily come down, and therefore lying with those larger trees, they go with them.

Have you any memorandum of the number of trees?—Yes.

What was the number of trees, was it one thousand six hundred and thirty-nine?—It was.

Did they make two thousand two hundred and twenty loads round measure?—Yes, they did.

Was that the quantity you sold from Lord Bagot's woods this year?—Yes.

Were those trees I speak of the large trees now, and not the small ones, cut down under the circumstances you have named; trees that had done growing?—Every tree; every description of tree that was felled; there was not a growing tree in the whole lot.

How long could you go on cutting from Lord Bagot's woods, the same quantity of timber of that description, or of any description above forty or fifty feet?—I can hardly say, it is almost beyond calculation; I have no doubt but we could find five, six, or seven more such falls, without going into the timber that is growing; it is hardly possible to say.

You mean, therefore, that the quantity is very large?—Certainly.

Have you any quantity of timber in Lord Bagot's woods in Staffordshire, after you have cut down this which you have been describing as having done growing, that would come into cutting in succession, after you have cut down this timber that has done growing?—Yes, almost a perpetual succession, I think; but not quite to that extent of large timber, because amongst those trees, there were some more than three hundred feet.

It would be a vast number of years before you had trees of that immense size?—I should hope so.

You do not mean to let them grow to that large size again?—I think it would not be prudent.

Taking trees of forty feet round measure, what succession of wood would you have of that description?—There is a class of trees between the large trees that have done growing and the trees of forty feet metings; this fall I am speaking of, is formed of three kinds; there are some of very large that have ceased to grow for many years from age, and some of an inferior size that have ceased to grow from the difference of the soil and the situation; there are many trees in the same coppice, some of which are growing very fast, and others which have not grown for some years past.

Do you now cut in succession successive quantities of timber that is not in an improving state, that has done growing, whatever its size may be?—Not regularly, we do not fell great falls every year, some years none, some years from two to three hundred loads a-year, some years to a greater extent; it is, as Lord Bagot is laying out money for other purposes, that he fells timber.

Have the timber-merchants connected with the great ship-builders come to Staffordshire?—We have had some connection with some gentlemen who supplied the Navy some years; but we have lately sold to timber-merchants in the neighbourhood; this year to timber-merchants at Manchester; but I believe they supply the Navy again: I only know it by information, and seeing the timber conveyed away by the navigation.

The woods you have been now describing are in Staffordshire?—Yes.

And you have told us there are three descriptions of timber you have been alluding to, before you come to timber of forty feet round measure, after having cut out the timber that has done growing; what succession would Lord Bagot's woods afford you of timber not lower than forty feet round measure?—I can scarcely say; but a very great deal; but they grow after they are forty feet, they grow after fifty feet to seventy and eighty.

After having cut out the timber that has done growing, what succession would Lord Bagot's woods afford you of timber not lower than forty feet round measure?—Trees of fifty feet would grow in forty years so much, that it is impossible for me to calculate what that growth would be.

Committee.]—You do not mean to say, that in fifty years an oak will grow to forty feet in size?—No; I do not.

Mr. Robert Harvey.

Mr. *Harrison.*]—What quantity of timber, after the trees that have done growing have been felled, of forty feet and upwards, might Lord Bagot cut down in succession from his woods?—It is impossible for me to state with any degree of accuracy; he would not fell any of a description other than that which he has been felling, and I cannot say what quantity he might fell, if he was so inclined; there would be some trees there that are now growing, that before the end of seven years might cease to grow.

But at the end of seven years, what quantity could you cut of forty feet and upwards, and go on with a successive cutting till the younger timber came to that size?—I cannot say with any accuracy.

Would the quantity be considerable?—Very great.

Would it be two or three thousand loads a-year?—No; not two or three thousand loads a-year; the trees that would be the successors are not in bulk equal to those now growing, therefore the number of trees would be more, and the quantity less, because it is hardly possible to expect to see, during the course of one's life, trees get to the size of those we have been felling; a man should live two or three centuries to answer these questions.

But the quantity would be considerable that might be cut in that way?—Yes.

Has Lord Bagot, woods in Wales?—Yes.

Whereabouts are his woods in Wales situated?—In Denbighshire, in and near the vale of Clwyd.

Are those woods considerable?—Yes, very extensive.

Do they contain also large timber?—Not a great deal of large timber now, we have felled most of the large timber there, it has been taken down this spring; there is a great deal left, but it is such as stands in situations where it would not be taken down.

But is there a succession of timber there that will be coming up for cutting?—Yes, some extremely tall and straight.

Is it a country better adapted to oak-timber than Staffordshire, has it a rapid growth?—In some parts of the vales it grows faster than any timber I ever saw in my life; in some of the rocky parts not so fast; in Staffordshire the growth of timber is very slow.

Of what extent are Lord Bagot's woods in Staffordshire, woods that you, as his manager, would keep cutting annually with a view to sale?—His park is detached from his house about three or four miles, where this large timber grows, which consists of about 800 acres, but there can be no succession unless fenced off from the deer.

Committee.]—You do not mean to give the Committee to understand that this is all wood land?—No, but a great part of it is covered with the largest and most valuable timber.

Mr. Harrison.]—To what extent are the woods where the timber is fenced off in Staffordshire?—Oh, there is a great deal together, and some detached woods; I should think there cannot be less than a thousand acres, besides the park; if I had been prepared I could have told from the survey.

In the same general way can you give the Committee an idea of the extent of his lordship's woods in Wales?—I should think in Wales about 250 acres.

Do you know the general state of the timber in the parts of Staffordshire with which you are acquainted?—Yes, a good deal; I have had no occasion to take any particular account of it, it is only from observation, living in the country all my life, and having occasion to go into most parts of it as a land valuer, of course I see the timber.

Is there, in Staffordshire, a considerable quantity of oak-timber?—A great deal.

Is it timber of natural growth or planted?—The oldest timber appears to be a natural growth.

Has any considerable quantity been planted of late years?—A great deal.

Of oak-timber?—Oak intermixed with other trees, but the intention is to raise oak woods.

When you say there is a considerable quantity, is there in this quantity any proportion of it fit to cut, and that would come in succession into cutting?—A great deal.

Are you able, from the sort of general judgment you could form on a subject of this description, to give the Committee any idea of the sort of quantity that could be cut?—No.

Can

Mr. Robert Harvey.

Can you give the Committee the names of any of the Estates on which there are large quantities?—Yes, Mr. Giffard, of Chillington is a great timber-owner, Lord Talbot, Lord Harrowby, Lord Stafford, Mr. Lyttleton; Mr. Goff is a great owner of timber, fit for any large purpose; Mr. Beach has very fine timber, and a great quantity, Lord Stourton.

The timber I am enquiring after, is timber, that a good manager of an estate would bring into successive cutting?—We know often very fine ornamental timber occasionally cut down. Sir John Wrottesley has some very fine timber.

And timber of a large size?—Yes; and scarcely a gentleman in the county that has not.

Lord Anson?—Yes, and his are quite detached from his mansion-house

What you would call cutting timber?—Yes, if it was thought proper.

Mr. Sneyd?—Yes, he has very fine timber.

Mr. Mainwaring?—Yes.

Mr. Meynel?—Yes.

Mr. Levett?—Yes.

You have enumerated the names of a considerable number of noblemen and gentlemen?—Yes; and there is a considerable quantity of timber in the forest of Needwell belonging to the Crown, it is part of the Duchy of Lancaster.

You have enumerated now the names of a great number of noblemen and gentlemen?—Yes, and I may have omitted many; I only speak of those whose estates I frequently see, and whom I know to have a great deal of timber growing.

Are all those persons possessed of a considerable quantity of timber?—Yes.

Have all those persons as much timber as Lord Bagot?—Certainly not.

When you say a considerable quantity what do you mean by it; take any name by accident, Mr. Goff, or any that you please?—I should think Mr. Goff has a hundred thousand pounds worth of timber on his estates; speaking from a casual view of it, I should think Mr. Giffard has as much; I am confining myself entirely to oak.

Have many of the other gentlemen whose names you have enumerated, something of the same quantities?—Mr. Beach has a great quantity nearly at maturity, but not quite arrived at it; he has as fine timber and large timber as any of the names I have mentioned.

Are the woods that belong to those noblemen and gentlemen, woods that would afford successive cuttings as well as a considerable quantity of timber fit for large purposes?—Some of them are; Mr. Beach would afford a succession of large timber for many years to come, after the very old timber that is now fit to cut: Mr. Beach's would come into a continued succession of cutting; so would Mr. Giffard's. Mr. Goff's is older timber, a great deal of it; a vast deal of it is in hedgerows of very great size, and of course very valuable.

Lord Stourton?—He has some fine timber fit to cut, and also woods in succession; but if what is now ready was cut, they would not afford an immediate succession.

What length of time would you give?—It is impossible for any body to say without they could live two centuries, they grow so differently in different places.

Is the timber in Staffordshire better taken care of than it was formerly?—O yes, a great deal.

For how many years past has there been that improved care of timber?—Thirty years and more; I dare say some much earlier, I only speak of that within my own knowledge since I have been concerned for Lord Bagot four-and-thirty years, at that time he began to be very careful of his woodland timber.

Do you know anything of Warwickshire and Worcestershire?—Not to speak to them, at all, only to their being woodland counties; but I cannot speak to the quantities.

You can only speak to it generally as being a woody county?—Yes, there is a great deal of fine timber in both counties; but I have only seen it in riding through the county; nor can I speak precisely as to the quantity of these Staffordshire gentlemen, but from a general observation, that they have a great quantity of very fine timber.

Do you remember a fall that was extraordinary, as to the size of the trees of Lord Bagot's?—Yes; a fall in Peacocks wood.

Do you remember the quantity that was upon that coppice?—No, not at all; I cannot recollect it. What is stated in that book before you, was a written reply sent to me from the measurer's book when I made the answers to those questions.

Mr. Robert Harvey.

Can you give the Committee any calculation as to the average growth of timber in a year?—No; there is such a difference between two trees in the same coppice, which have been planted at the same time; one tree will be twice the size of another that grows close to it.

And the same difference I collect from a former answer of yours, in different places?—Yes.

Even between the estates in Wales and Staffordshire?—Yes; there is as much difference between different parts of the Welch estate, as there is between Wales and Staffordshire; in some of the high situations in Denbighshire it grows very slowly; in the vallies more rapidly than I could conceive; and in some of the vallies in Wales, trees of fourteen or fifteen years growth, may be transplanted and grow rapidly away, and never fail.

In Wales you have transplanted trees of fourteen or fifteen years growth, and after that they have grown very rapidly?—They have grown without intermission; and in some sheltered places in Staffordshire, larger trees transplanted will grow very rapidly.

Is the variety of the growth in different counties, different soils, and in different parts, even of the same wood, such as to make it impossible for you to give any average of the growth, and how much per cent. trees will improve in the year?—I cannot do it.

Have you observed, in your management of those woods, whether it grows more rapidly under proper care of thinning, and other circumstances, after the first thirty years or before; does it grow more rapidly in the latter stage of its growth, than in the earlier stage of its growth?—The larger the tree, the more it will grow in every year; if in a growing state, it is a consequence.

Its progress, therefore, must be greater as the tree gets larger?—Yes, if it be in a growing state, the circle it makes every year must be a larger one, and the branches will of course be more numerous and more extensive.

In sawing a tree through, you can count the number of years of its growth by counting the number of circles?—Yes, by counting the number of circles, if it is that timber that grows straight and is full of heart; where there is much sap, it is not easy to count the circles.

Can you distinguish it more readily also close down by the root?—Yes; of course the circles must be more perceptible, because they are larger.

Then you infer that the trees, as they grow older, improve more in proportion?—Yes, to a certain extent.

Up to the period of their ceasing to thrive?—Yes; it is impossible for any man to say when it will cease to thrive; the tree may not increase in girth, and yet yet there may be no appearance of decay, I conceive; it strikes me that timber is at a stand for a considerable time.

And oak would stand a considerable number of years without getting worse; if it did not improve in size, still it would not probably injure?—It is lucky that timber will keep, if timber was like a crop of corn, that must be cut when it is ripe, there would be very little left; but timber may, as far as relates to the value per foot of that timber, be the same perhaps twelve or fourteen years after it has done growing, notwithstanding that there must be a diminution in the value of the tree from other causes.

Will you state those causes?—The bark gets less in quantity as it dies at top, and when a tree begins to decay, the bark is less valuable to the extent that decay takes place; the same weight is not worth so much in a tree that is decaying as it is in a tree that is growing; the top of the tree is very little worse; for it generally happens that a tree, when it ceases to grow, becomes dead at the top, but not rotten; the decay generally begins nearest the root.

Have you ever had the curiosity to ascertain the number of trees, and the size of those trees, growing upon an acre?—In my answer to the questions that were sent to me some years ago, I set the woodman to count the number of stools that were remaining, to enable him to make that reply; I cannot speak from my recollection.

You have no recollection of that?—No; I sent the woodman to do it, and I found he was correct, by the number of trees in the wood.

Have you ever, since that, had the curiosity to examine the number of trees that would grow on an acre?—In some places trees will grow till they become so large as to touch each other; in other places, where the soil is poorer, they must have more room to grow.

If

Mr. Robert Harvey.

If it is a deep soil, so as to derive nourishment from the tap-root, a greater quantity, and of a larger size, would of course, grow on an acre?—Yes, that is my opinion; and that has been an inducement why I preferred planting acorns to making plantations of nursery plants; though we do it in all ways, by planting, and by sowing acorns at different seasons of the year.

Am I to understand, from your last answer, that of late years considerable attention has been paid to planting wood, as well as taking care of that which is in a natural state of growing?—Very great.

Have you endeavoured to form any judgment as to what quantity of large timber Staffordshire would afford annually; how many thousand loads?—I cannot pretend to state that.

Would it be very considerable?—Very great.

And that for annual cuttings?—For annual cuttings, if the gentlemen were inclined to contrive to cut it; or if the timber belonged all to one person, he would cut it without making a glut in one year, and a scarcity in another.

But my question is founded on the supposition, that the home counties would not afford a supply for the demand, if it continued so great as it has been for the last twelve years; and that the ship-builders were obliged to go into a wider circle for their timber; and that a competition arose in Staffordshire among the timber merchants, who supply the ship-builders, to have a certain quantity?—They might supply almost any quantity, if they were to divide it in reasonable proportions.

I am supposing, that the demand to which I have been alluding, led the timber merchants to look to Staffordshire for a supply of five, six, seven, eight, or nine thousand loads a year, or any given quantity, in consequence of not being able to find it close at home; would they be able if they went into Staffordshire, and that led the proprietors of woods to cut their timber, to obtain such a supply as would, in your judgment, meet the demand; and could the timber growers go on supplying any given quantity of that sort?—Yes, they would; the timber merchants might see the timber there, I do not know whether they could prevail upon the owners to fell it from time to time.

Will you mention any quantity they could supply?—It is pressing one to say a thing one cannot calculate; it is to such an extent beyond any thing I can say.

I am speaking of the timber estates you are aware of, in the country, could you say you have no doubt that any certain quantity might be cut annually; could you say, you have no doubt that 8,000 loads might be cut annually in Staffordshire?—Yes, a great deal more.

Would you say, you have no doubt that 10,000 loads could be cut annually?—I should think a great deal more; I speak of timber above forty-feet round measure.

[*Cross-examined by Mr. Spankie.*]

What has been the price of timber by round measure, in your county, during the last five or ten years, taking the timber we have now been speaking of?—From 3*s.* 6*d.* to 6*s.* 6*d.* and 7*s.* per foot.

Can you state it by loads?—Yes, very easily.

What is the average price per load of that sized timber?—About 11*l.* 5*s.* for the present year, for the load of fifty feet.

But, in some instances it has been higher?—Yes, as high as 7*s.* per foot, which would be 17*l.* 10*s.* per load; for a tree of thirty feet long, squaring forty inches, I think that has been the price.

You have known lord Bagot's woods thirty-four years?—Yes.

What was the price, about twenty years ago?—4*l.* 10*s.* a load, that was the price rather more than twenty years ago.

You have stated, that a very large quantity of that which lord Bagot has, is timber that has done growing?—Yes.

When timber is allowed to stand till it has done growing, does it prejudice the succession of timber coming up into use?—In coppices it does.

That is to say, to thin it and take it in succession, tends rather to improve it?—Certainly.

So that if you allow a wood of timber, which has done growing for five or six, or ten years to stand after it has done growing, it injures that which is growing?—Yes, in some measure; but it prejudices it more while it is growing than after it has done growing, there is not so great an extention of branches to drop upon that which is growing.

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So that in point of fact, the large quantity of great timber that is to be found in Staffordshire, has rather tended to prevent the succession taking place so soon as it otherwise would, if it had been cut?—In some instances it has, but there are other woods of shorter growth as to the number of years, that have no large wood in them, therefore they go regularly on and keep growing progressively; and if from any accident an inferior or decaying tree has got the better of the others, that is taken out and gives the others more room to grow.

In your opinion, it is more advantageous to cut down the whole wood and let it grow up again?—Yes, generally speaking.

There is some difference of opinion on that?—Yes, but you must take into consideration, that the largest and most valuable of those trees on Lord Bagot's estate, are growing in a deer park, where there could be no succession, that in the other part, they are growing in a copse, that some years ago had about half the dead-topped ones taken out; since that time the others have become dead-topped, we fell all that are left in the coppice, and then shut it up to grow for the future.

You have stated, that Lord Bagot has not felled any wood for some years past, not any great deal?—Yes.

And you have explained, that a very large quantity of his wood, which is done growing, is in the deer park?—Yes, the largest trees.

Have you any general knowledge of what has been the quantity of timber fallen in the county of Stafford for the last twenty years; do you think there is a greater quantity of large timber standing there now, than there was fifteen or twenty years ago?—Certainly less of the very largest sort of timber.

Of course the rise in price from 4*l.* 10*s.* which you mentioned, up to 11*l.*; or in some cases still higher, must have induced some gentlemen to have brought their timber to market?—I do not think it has had much weight; I do not perceive that timber has increased in a greater proportion than any thing else the land produces.

You think it has not increased in price more?—Not more in proportion than other things.

But when an article has done growing, like timber, is not the temptation of an ordinary price sufficient to induce a gentleman to part with that which ceases to produce profit, and upon which he is annually losing a great deal of money in the way of interest?—It has not had that effect generally in Staffordshire.

Independently of mere park timber, have you taken into calculation that part of the timber which, though not in park, may be considered ornamental to an estate?—Not a great deal of it; my lord Stafford's is near his mansion-house, and forms a very grand object there.

Do you confine your notion of ornamental timber to timber standing strictly in a park?—Not entirely; there may be ornamental timber in a meadow, within sight of a gentleman's mansion-house.

That was my reason for asking, whether you include such as that, in your statement of the quantity of timber?—I do not consider ornamental timber to so great an extent as you do perhaps, because there must come a time when that timber ceases to be ornamental.

But at the same time it ceases to be ornamental, does not it sometimes cease to be useful?—It gets to be of little value when it ceases to be ornamental.

You have stated that the county of Stafford particularly, might afford an annual supply of ten thousand loads?—Yes; I think so, and a great deal more.

You have made that statement, I understand, upon the supposition that gentlemen might be tempted to cut regularly?—Taking the temptation into consideration, it depends on whether they are willing or desirous of doing so.

Then suppose the gentlemen were not desirous to cut down, would not a considerable proportion of that ten thousand loads and upwards cease to be useful, by not being cut in time?—In length of time it would; but it requires a very long time indeed when the top of a tree is dead before it ceases to be valuable.

Can you tell us at what time after a tree has ceased to grow, it ceases to be valuable for ship-building purposes?—I cannot; there is a great deal of difference in a tree beginning to decay, whether that decay is red, or whether it be white; if a tree, when it is fallen, is red and tender at the roots, that redness generally goes all the way up it, and the timber, though not decayed, is tender and of very little value; that is what is called a red rash; but if it be a white rash, the injury goes no further than that extends; for a foot above where that ceases to be rotten, the timber is often of full as good quality as any other.

Committee.]—Have you observed upon what kinds of soil the red rash is a more common

common thing than the white rash?—I cannot answer that question; it is probable it may be from a different kind of oak; it may be from a different kind of soil, or a different kind of oak. *Mr. Robert Harvey.*

The question is asked, because it was thought that when the unsoundness went up the tree from the bottom, it was occasioned by the tree growing in ground too wet at the bottom to suit it, commonly called spouty ground in some counties, or a springy bottom?—I have seen two very large trees standing very near each other, one having a red rash, and the other a white one; that having the red rash became so tender, that except in the branches, which were very large, it was of very little value; but that which had the white rash, when cut off above the place where the rash extended to, was of the best quality.

Was the soil in which they stood, as far as you could discover, nearly the same?—I think, as near as possibly could be; if any thing, the worst tree was on the worst soil.

Was it wet soil?—It was equally wet; that tree with the white rash was hollow as high as the timber-valuer could reach with his hand, when he got in at the bottom where it was hollow; and the tree was sold for 115*l.*

Are there any external indications of the particular species of rash a tree may have?—There are external marks of decay, but I do not think any man can tell whether it will be the red or white rash till it is fallen.

Mr. Spankie.]—Can you tell us, whether the white rash or red rash is most prevalent?—I think, the red rash.

And to this malady, trees that are done growing are subject?—I do not know when it begins; it may begin before the trees are done growing, it may grow with their growth.

In Staffordshire do you supply much timber for machinery and locks of canals, and so on?—Locks of canals, mills and flint mills.

Steam engines, and machinery of every kind?—Not much for machinery; there are a great many coal pits, but they only use short post wood to support the roof of the coal pit.

Can you say whether much of the timber, or what proportion of the timber felled in your county has been consumed in its own machinery and manufacture, and those of the adjoining counties?—I cannot speak to that.

You stated that you knew a considerable quantity of it went elsewhere?—I know a great deal does go elsewhere.

You have an internal navigation by which your timber might be conveyed to London?—Yes; we have two canals within six or seven miles of our woods, when the timber falling is more remote from one it is nearer to the other; and from the Grand Staffordshire Canal it may be conveyed to any of the ports of the country, it communicates with Liverpool and Hull, and by the Birmingham Canal to Bristol.

And you know that to those places a quantity of timber may have been sent from your county?—It may be; vast quantities lie down at the canal side; where it goes to I do not know.

So that at all events the county of Stafford might for some years past have afforded ship-building timber to Bristol, Liverpool, Hull, and other Outports?—Yes, it may have done; from what I have heard, Liverpool and Hull have been the markets I think, that have taken the timber.

You have stated that the woods in Staffordshire, as well as other places, have been rather better managed within the last 20 or 30 years, than they used to be formerly?—Certainly.

Can you state as a fact, whether the demand for timber in Staffordshire has increased or diminished, within your own observation?—I have had no applications for timber; when it is known that we have a sale on hand, I have had applications; we can sell our best timber for more money to our country dealers, than the buyers for the Navy will give. The gentlemen from Chepstow, who I understand have a contract with Government, came to view this timber I have spoken of as sold this year, and they thought that the prices we got in the country were more than they would give, and they were unwilling to go into the expense of a particular valuation; Mr. Morris I think it was, wished to know the valuation of the timber, I gave him the valuation of 40 trees, and he declined looking any further at it, saying, he could be supplied upon better terms nearer home.

These were 40 of your large trees?—No, 40 very good ones, but not the very largest, when I say I can sell our large timber to the country dealers, it is those

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exceedingly large trees, they quarter them and cut them into the finest boards that can be conceived, the oak-timber used for floors, oak-tables, and coffin boards especially, and I believe some has been used for veneering that cuts out of the very large trees, some of which are valued as high as six shillings a foot, some have been sold as high as ten shillings.

Is the fall you have now sold, a fall made in the year 1813, or in the present year?—It is falling now.

Is the price of the present fall greater or less in any degree than any former price?—There is scarcely any variation from the falls we have had for a year or two past, if any thing a little higher, but not higher than the value of the timber allows it to be.

You have always sold very fine timber?—Generally. Some of the large trees in the park prove unsound, and a lower value of course is put on them; a man may generally tell, from their appearance, which are suspicious trees.

Can you state, of your own knowledge, whether the purchasers for the Navy have purchased much timber in your county?—I cannot.

You mentioned Mr. Morris, do you know whether it was the Mr. Morris who is the partner with Mr. Larkin the contractor with Government?—I think not; he is a partner in the Chepstow house, if I recollect right, Morris, Bowcher, & Watkin; I am not certain.

With respect to Wales, you do not speak generally as to the quantity of timber in Wales?—I do not chuse to speak of any quantity there.

And with respect to other gentlemen's names, whose estates you have enumerated, you only speak from general information?—I only speak from a general observation, except with respect to Lord Harrowby's, and I never made any sale of timber for him.

You speak from no actual admeasurement or survey?—No; but I have frequently had opportunities of seeing the other gentlemen's estates of whom I speak, having had inclosures in the neighbourhood, and valuing those estates at times.

[*Re-examined by Mr. Adolphus.*]

But although you have not measured or surveyed those gentlemen's properties so as to state by exact measurement what they are, are you sure the statement you have made with respect to them is within compass?—I think so, but I do not value timber, I generally can tell when I have seen the trees how much a fall will come to, but as I cannot tell all the purposes to which they may convert every part of the tree, I do not think it is fair to put a value on them.

You have said in your cross-examination that there are less now of the very largest trees, than there were twenty years ago; what size do you mean to include under that description?—Trees from a hundred feet to two hundred and fifty, and some larger; going back to thirty years, I may say that there are less than there were.

Then those are the trees of which you mean to say there are less than there were twenty or thirty years ago?—Yes, less in point of number; the increase of oaks planted within thirty years, I take to be a hundred for one, which has been cut down within my own knowledge; where three acres have been thrown from woodland into a state of cultivation, three hundred have been put into a state of plantation.

When you speak of cutting down and clearing the land altogether, does that apply entirely to timber that has done growing?—Yes, it depends on its age and appearance; if there is a plant of fourteen years of age or from that to one-and-twenty, if it cannot be injured by the winds we let it remain; if it be a single one sometimes it is full as well to cut it down, but if there be many of them together they protect each other. The underwood in the woods not in the deer park, we fell once in one-and-twenty years, the underwood that is not oak is sold some parts for chord wood, and other parts are sent into the potteries for crate-wood; in those falls which occur once in one-and-twenty years we leave every oak sapling till the time that the bark will peel, when that arrives we take such away as are least promising to grow into timber and leave the straighter and more healthy plants from time to time to grow into larger timber.

When you cut wood which has ceased to grow, of course you cut it all down?—Yes, in the copses not in the park.

But

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But when you cut wood which is not overgrown, you thin it so as to preserve a succession?—It depends upon circumstances; in a wood where all the trees are large together or have ceased to grow, we cut them all down; amongst them we frequently find some plants that have grown up from acorns, having fallen from those trees; and as I before observed, when they stand near each other, they are left to stand and protect each other, otherwise we cut them down. Other very fine timber has been raised from the stools of large trees which have been fallen before; in the wood upon which that report that has been referred to, was made; there were trees sold which came to London for the purposes of repairing Greenwich Hospital, trees of a hundred feet which evidently grow from old stools.

[*Examined by the Committee.*]

Do you know to what purposes the large wood that is in general cut in Staffordshire has been applied?—No; the country timber-merchants buy it, and they sell it to those again that they can get the best price from; the country price I believe generally, for private use, is something higher than they have got from the Navy; but selling a great quantity to the navy at once, brings a quick return.

There is a great consumption, in that country, in mill-work and locks of canals, and that description of work?—Pretty considerable, but much less now than it used to be, owing to so much of the machinery of large mills, and those works, being made of iron.

Has the price been gradually increasing?—It has kept increasing, but not exactly gradually; it got up pretty suddenly, from half-a-crown to three shillings and sixpence, and it has been about stationary since; I should not think, that generally speaking, the timber throughout the county is worth quite so much this year as it was last year.

But as compared to twenty years ago?—It has increased very much within twenty years.

If the consumption of it has been much diminished, by the use of cast-iron, how do you account for the increase in the price?—The depreciation of money, in some respects.

If the consumption has been diminished by the use of cast-iron to a great extent, how do you account for the price being increased?—I cannot account for it.

From the situation of the estates and the properties, the only thing you seemed to reckon upon as wood likely to be cut, was that which had come to its full growth?—No, very far from that; there is a very great succession of young wood.

But that was the only wood likely to come to market at present?—It is chiefly grown timber; I forgot to name a nobleman, lord Ferrars, who has very great timber property in the county; I think generally speaking, there is a greater quantity of full grown timber, and a greater prospect of a regular succession in Staffordshire than any place I know.

From the situation of the estates and the properties, the only thing you seemed to reckon upon, as wood likely to be cut, was that which had come to its full growth?—No, I do not say that; I think none of the gentlemen that I have alluded to would cut any timber that was not ripe.

Then the only succession you reckon upon to succeed those trees that are cut, are the trees which also come into a state of decay?—Some will decay and some approach nearer to decay, but generally speaking throughout the county, I look at it with pleasure to see there is no want of timber from its infancy to its dotage almost.

You have stated, that a hundred trees have been planted for one that has been cut down?—I am sure of it.

How many trees do you plant upon an acre?—4,840, of which one-third are oak, the rest are birch, and a few ash; the ash are bad nurses, they destroy every oak they overgrow; the birch is very good, some alder in wet situations, but birch chiefly, it makes our best underwood; in one-and twenty years after the planting, or in a shorter period than that, perhaps we find it necessary to thin that plantation; where we find them growing into each other, we take some away, others are cut down, and any oaks that are found that have not grown well, but are alive, we cut off as near the ground as possible; in one-and-twenty years after the underwood has sufficiently grown to be forward to make crate-wood and chord-wood, we then cut the underwood; a few oaks that were planted are growing luxuriantly, and their branches grow into each other; we cut them off as well as the white wood; then, in every successive fall of that underwood, the weaker of the oak-trees are

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taken out, leaving no more than there is room for them to grow without the branches bruising each other; taking care always to leave the best oak-timber.

What is the value of land which you consider the best planting land?—The land I am speaking of in Staffordshire where I have any concern in woods, is selected as the very worst land that would not pay well in cultivation.

What would it let for?—The first that was valued by me about 30 years ago, was put at 7 *s.* an acre.

What would the same sort of land be now?—I suppose 14 *s.* now; it is a kind of land very incapable of improving, considering the expense of fencing the lands intermixed with and adjoining the woods, which fences were very crooked, and of course very long. It appeared that it would be more beneficial, notwithstanding the loss of rent for some years, to throw it into plantation, as after the first fourteen years, it would pay one pound an acre for underwood, leaving a perpetual growth of oak for future times.

What number of trees do you apprehend would remain after 60 years upon the acre?—I think not less than 80, I think 90, and they would grow to a great size; thicker than that in some situations.

About what size would they be in sixty years, one with another?—They are very small with us in sixty years.

How many feet do you think?—Not twenty feet.

At what age do you apprehend the trees grow to eighty feet?—I cannot tell; we have one wood, which has been planted within my own knowledge, of which I could speak of the age, and one that is about 120 years since it was planted, and I think the largest tree in it would not measure more than 60 feet.

What is the size of trees that are about eighty, or from eighty to ninety years old? I know of no wood but this I am speaking of as to age.

Here is an account in the report, of one wood which contained, on the average, eighty-four trees to an acre, measuring, one with another, one hundred and eight cubic feet?—Yes, that is my statement.

Do you know at all the age of those trees?—It is impossible to state that, but a great many of them grow on old stools or from joint stools where another large tree had been fallen.

Have you ever made any calculation of the general profits of planting?—No; no more than that of inclosing poor land, which I described before.

Assuming the best land for planting, what do you think it would pay per acre in a flourishing state at forty, sixty or eighty years, what do you think would be the produce of an acre?—The land, we plant, we could not get ten bushels of corn upon an acre by any cultivation whatever.

What is the highest value of land per acre you think it would be advantageous to plant?—I would not plant land worth more than fourteen shillings an acre; there are many reasons for that, because you might find land in many situations that you could not cultivate, that would be very valuable for planting, perhaps more so than other land of a better quality in other situations.

Then you do not think it would be advantageous to plant land that would pay you more in cultivation than fourteen shillings an acre?—I would not, I could not afford it. Some gentlemen who prefer woods, which are nurseries for their game, will sacrifice something.

Have you any idea of land, under any circumstances of planting producing what should average at the end of eighty-five years twenty-five pounds per annum per acre?—It is impossible for any man to tell that who has not seen timber grow eighty-five years; the greatest benefit I have ever received from planting has been from fir; oak I cannot speak to; the wood of which I have spoken was planted, and having been inclosed for a short time, the fences were taken away and the deer and cattle let in, which did it a great deal of injury; that is the only wood I can speak to the age of, which was planted one hundred and twenty years ago.

Does timber suffer from cattle?—Very much, if they get to it when it is young; rubbing does it a great deal of damage; any tree that a beast can rub against suffers, large trees they cannot rub against, they cannot get their sides to bear; the base of the trees puts their feet off, so that they cannot get their carcases to it.

You spoke of the woods in Wales, and a sale you had there; who purchased that wood?—The same person this year that purchased our fall in Staffordshire; two brothers of the name of Bancroft in Manchester.

Was it purchased for naval purposes?—Not for the King's Navy, for they sold almost

almost all last year to a person in Scotland, at a great ship-building place, I forget the name of it.

Mr. Robert Harvey.

Is it accessible to water or canals?—It is about thirteen miles from Rhydlau, a small sea-port, and it is but a short distance to Liverpool from that place.

Those eighty-four trees that are mentioned in the Report, is the greatest produce you ever recollect on an acre?—I am not certain of that; I am not certain whether there is not as great a produce now growing?

Upon any number of acres?—Yes; I am not certain there is not the same produce throughout the whole wood; I think I can find many acres now within Lord Bagot's woods, that have more timber in value and measure than there was growing on that acre.

But you do not at all know the age of them?—It is impossible for me to tell the age; if I may judge from the appearance of those of one hundred and twenty years, many of the trees there must be one thousand years old, I think. I have a valuation of a tree in my pocket which comes to about one hundred and nineteen pounds, comparing that with the largest of those whose age we know to be one hundred and twenty, it cannot be less than six hundred years old; at least it is more than six times as large; but, according to my former statement, that a tree as it grows older would increase more, it may not be quite so old.

You have made an estimate of the profit of growing woods, and compared it with agriculture?—No, I have not any further than in the way I have already mentioned.

In a calculation of that kind you would consider the expense of planting the oak?—Yes.

The expense of fencing it?—Yes; that expense is but little, because it is surrounded with wood near us.

On the other side you would take the profit of the corn that would grow on it?—Yes; we could plant an acre for five pounds, one tree in a yard.

Then in making up the account until it becomes productive, you would add every year the rent it would let for?—Yes.

And the compound interest?—The interest of the money at any rate.

And the compound interest you would not add?—In making a nice calculation a man would take in compound interest; but I think if a man gets common interest on his money, that will be quite sufficient on land.

Sussex is the best county in the kingdom for timber, is not it?—I am not acquainted with other timber counties than those I have named.

Of the midland counties, do you know that Warwick is the principal for timber?—Yes; it is the most considerable; I know there is a vast deal of hedge-row timber, and some woods in Warwick and Worcester, but what quantity I cannot speak to.

Mr. John Wickens, Called in; and Examined by Mr. ADOLPHUS.

Mr. John Wickens.

You had the management of Lord Craven's estates?—Yes.

For how long a time?—I believe about four or five years, till I got my son appointed in my stead.

How long ago was that?—About five years ago.

Have you continued to be acquainted with those estates since?—I have been acquainted with his lordship's Berkshire estates a good many years.

In what other counties do his lordship's estates lie besides Berkshire?—In Warwickshire he has a very large property, and a large property in Shropshire.

Do you know any other estate or estates in Warwickshire besides Lord Craven's which contains any quantity of wood-land?—I believe the largest timbered estate is the great Lea estate belonging to Mr. Lea.

What is the character of the timber on that estate; is it large or otherwise?—It is very large timber; there is a great deal very large.

You have seen it yourself?—I am very well acquainted with that; I have had an opportunity of seeing a great deal of it.

What quantity of large timber is there on this Lea estate?—I cannot speak to the quantity; you will give me leave to observe, that I was caught about half an hour ago in the street, and brought here without an opportunity to form any calculation on this subject.

What may be the extent of the woodland part of the estate?—I should suppose in Warwickshire perhaps eleven or twelve hundred acres; I cannot speak precisely.

Mr. John Wickens.

Does it extend further than that county, or do you speak of the whole estate when you say eleven or twelve hundred acres?—They have some timbered estates in Staffordshire, where there is a good deal of timber.

Do those adjoin the estates in Warwickshire?—No; they are at some distance from those in Warwickshire.

Upon a view of it, what quantity of timber should you say there is on the Warwickshire estate of Mr. Lea?—I have only surveyed the estates, without paying any attention to the timber more than from a cursory view of it.

Upon your observation, can you conjecture what quantity of timber there is on it?—I should think there is three hundred thousand pounds worth of timber upon it.

In saying that, are you now convinced you are within the mark, or do you think that you exceed the value?—I should not imagine I exceed it by any means.

Have you any knowledge of the other estates belonging to Mr. Lea?—Yes, I have, as far as the landed property goes.

But of the timber?—No, I have not.

How many acres of wood-land does Lord Craven possess on his estates in Warwickshire and Shropshire?—I cannot say; his woods are extensive, but I really cannot say.

Whereabouts?—I should think seven or eight hundred acres; but I really cannot take upon me to vouch for that.

Do you think that is within the mark?—Yes, I should think he has full that.

Are they well covered with timber?—They are extremely well covered with a succession of timber, but not much old timber.

What do you consider as the oldest of the timber in this succession; what size may it be?—The trees are in general from ten feet to perhaps forty; in some few instances, more than that of course; but I speak generally.

Is there a fair succession from ten feet up to forty?—There is a fair succession from ten feet upwards, and below that the woods have been very well attended to, and there is a very fine succession coming on.

Is this all planted in woods, or is there any in hedge-rows?—He has timber in hedge-rows; but I am speaking of the wood-land now.

Is there timber in hedge-rows there?—Yes.

Is that large timber in the hedge-rows?—Yes, some of it; some of it very good timber; but on Lord Craven's estate not a great quantity of it.

Have you any knowledge of the wood-land in other counties, besides the two or three you have just mentioned?—Not particularly; my avocation has required me to travel about a great deal; I see timber in most counties, but I cannot speak to it.

In what counties?—I am pretty well acquainted with Wiltshire, and some parts of Hampshire and Dorsetshire; in Dorsetshire there is very little timber.

Have you any acquaintance with Somersetshire?—Yes, I have.

You say there is but little timber in Dorsetshire?—I do not consider it a great timber county; there is a good deal of open part in Dorsetshire.

In the other three counties, Wiltshire, Hampshire and Somersetshire, do you observe a considerable quantity of timber?—In some parts of Wiltshire there is a great deal.

Can you name the particular parts?—Lord Aylesbury and Lord Bolingbroke have a good deal of wood; but I cannot speak as to the extent.

Those are estates you have seen and know?—Yes, I have seen them, but I would beg leave to suggest that I have only just travelled through and seen them.

From your observation in the various counties where you have made any observation, do you apprehend any scarcity of timber?—I apprehend, as far as I have observed, that the very large timber declines, that there is less of that; but I believe the number of trees are increasing very fast, the old timber has got more scarce.

Do you say that of trees likely to become large trees in the course of their proceeding?—Yes; for this reason, that the people take more care of their woods, and plant more than they used.

People do take more care than they did some years ago?—The price of timber warrants it: I think they do.

Do you know of any quantity of timber planted lately?—Government has planted a good deal in the forests. I was concerned in planting five thousand acres in the New Forest, and about eleven thousand acres have been planted in the Forest of Dean,

Dean, of which I know but little; I think they have planted within a few years about sixteen thousand acres. *Mr. John Wickens.*

Do you know of any considerable planting by other persons besides Government?—Certainly; but I cannot speak to it.

Have you seen it?—I have seen it, certainly; but I cannot point it out to you.

In the counties where you have been most, you have seen considerable quantities of land planted with timber?—Yes; some planted in commons, and people keep on planting where there is room for it.

XI.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Veneris, 13° *die Maii*, 1814 - - - - p. 309,

Mr. John Barnard.
Mr. Robert Harvey.
Mr. John Wickens.

Ordered, by The House of Commons, *to be printed*,
13 *May* 1814.

X.

MINUTES OF THE EVIDENCE

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Jovis, 12° *die Maii*, 1814 - - - - p. 297.

Mr. Benjamin Castledine.
Mr. Major Bull.
Mr. Jacob Read.

Ordered, by The House of Commons, *to be printed,*
13 *May* 1814.

IX.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Martis, 10° *die Maij*, 1814 - - - - - p. 259.

Mr. Edward Ellis.
James Walker, Esq.

P A P E R (Loss of certain E. I. Ships) - - 275.

Ordered, by The House of Commons, *to be printed,*
12 *May* 1814.

XII.

Select Committee on East India-built Shipping.

Lunæ, 16° *die Maii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *John Morice*, Called in; and Examined by Mr. HARRISON.

Mr. John Morice.

WHAT situation do you fill in the India House?—Clerk to the Committee of Shipping.

How long have you held that situation?—Upwards of five years; but I had previously been many years in the same department, nearly thirty years.

Did the India company build or purchase any ship of the largest class, for the purpose of their trade, in 1806?—To the best of my recollection one ship.

What was the name of the ship?—The Britannia.

Where was that ship built?—In the river Thames, at Mr. Wells's yard.

What was the cost and outfit of that vessel to sea the first voyage?—I really am not able to speak to that fact; I think it was somewhere about 70,000*l.*; to the best of my recollection that is including all expenses.

Do you know what her outfit was her second voyage?—I really cannot speak from recollection.

Do you know the average of what is allowed for what is called war-building per ton?—Six pounds.

Committee.]—What is war-building?—It is the difference between the price of building in peace and the price of building in war.

Mr. Harrison.]—Does that arise from the Company requiring a different outfit and a different arrangement for war and peace?—I apprehend not; I apprehend it arises from the increase of wages, and the expense of timber and other materials of which the ship is built.

Then it is an allowance to cover the supposed increase in price of wages and materials in time of war?—Yes.

Is there any thing called war allowance besides?—A great variety of things that are called war contingencies, increase of outfit, increase of insurance, and increase of wages.

What wages do you allude to in the allowance for war-building; is it the supposed increase in the wages of shipwrights?—It is.

What wages do you allude to, when you speak of increase in the outfit?—The wages of the seamen.

Do the India company contract upon a supposed peace freight, that is a peace allowance; do they make their contract in peace, and make an allowance in the time of war?—That has been the general practice.

And to that peace price do they add an allowance for building and an allowance for contingencies in the time of war?—Yes.

Are those allowances both of them calculated upon the tonnage of the vessel?—They are calculated upon the chartered tonnage of the vessel.

Is the chartered tonnage and measured tonnage the same?—Not always; particularly in the large ships.

The chartered tonnage then, I suppose, is what they can actually bring home?—No; the chartered tonnage is what they are chartered to the Company for; but they bring considerably more.

Mr. John Morice.

Take a ship of 1,200 tons, and give us the difference?—A twelve hundred ton ship will measure generally 1,275 tons; she is chartered to the East India company at 1,200, and the allowance is made on that tonnage.

And what will such a vessel actually bring home?—They generally bring 250 tons surplus beyond the 1,200 tons.

The allowances, I think, you have stated are only on the chartered tonnage?—They are.

What freight is given upon the surplus tonnage?—Half the peace or permanent freight.

What is the amount of freight that is paid upon a vessel going from Bombay to China, to bring home tea to London, by the Company?—It has varied from twenty pounds to sixteen guineas.

Is that in war or peace?—In war.

Is a vessel built at Bombay, which goes to China to bring home tea, allowed to take any freight she can get from Bombay to China?—Yes, they have been.

Committee.]—That is the general nature of the bargain?—Yes, it is; the Company have the option of loading such a vessel; but if the Company does not load, the owners may freight her, if they can.

From Bombay to China?—Yes, or from wherever the ship is taken up.

The Company's freighting is from Canton to London, is not it?—Yes.

Mr. Harrison.]—I see in No. 12, in page 89 of the Evidence before the Committee, you have stated, that the freight to be paid the owners for the voyage to England, or the privilege granted of loading, is to cover extra expense of building in time of war; do you in this allude to the voyage from China only, or from Bombay to China, and from thence to England?—I allude to both.

You consider that as applying to both the voyages?—Yes; because it is optional in the Company to load them or not, either from Bombay to China, or from Bombay or China to London; they are not bound to do it in the original contract, it is left open; the Company may, if they think proper afterwards, make a bargain to load the ship.

When you say it is left open, do you mean to say it is to be matter of bargain between the owner of the vessel and the East India company, what freight shall be paid per ton on the voyage from Bombay to China?—Yes; the owners have always been anxious for the Company to load their ships.

Where does the chartered contract for the six voyages begin?—In this country.

Is there a contract, not a chartered contract, but an engagement between the Company and the owners, as to the freight from China to England of tea?—Not in the first instance; the conditions under which the ship is built leave it to the Company, upon giving proper notice to the owners, to load the ship from India, if they think proper, settling the rate of freight with the owners.

Do you consider the East India company as entitled to order such a vessel from Bombay to China, to take a cargo of tea home?—I do.

In what way, if they order the owners to send the ship to China to bring home a cargo of tea, do they settle the amount of freight to be paid to the owners on that voyage?—I should observe, that the owners have not the privilege of going to China; that if the Company do not load the ship, she must come home direct, either from Bombay or Bengal.

But my question is, whether the East India company have the privilege of sending the ship to China?—I think they have.

Is there any certain stipulated rate or allowance of freight per ton, for that voyage from China to England, or in what way is the amount of that freight ascertained between the owners and the East India company?—There is no stipulated freight, but it is settled by an agreement with the owners in this country.

Then if the East India company do not offer what the owners consider a sufficient freight, have the owners an option of refusal?—They have; but then they must come home direct to this country, in order to begin their chartered contract.

Committee.]—And the Company in that homeward voyage are not bound to let them bring any other freight?—No; the ships that come home direct, loaded by the owners, are confined, as to the nature of the cargoes they are to bring, to the best of my recollection.

Mr.

Mr. Harrison.]—What is the nature of the cargo that is allowed to be brought home?—Cotton, and some other articles.

Committee.]—Are they all gruff goods?—Yes.

Therefore the owners stand in this situation; either they must take the Company's offer, whatever it may be, or they are confined to come home direct with a cargo of gruff goods?—Yes.

Mr. Harrison.]—Have you known any instance of a vessel built in Bombay freighted by the Company from Bombay to China, and from China home?—No; I do not recollect any instance of it.

What has been the freight that has been paid for India-built vessels that have brought home a cargo for the East India company, from China?—I has varied, I think, from nineteen pounds to sixteen guineas; that is from Canton.

Have the East India company ever freighted vessels from Bengal or Bombay direct to England of that description, without letting them go to Canton first?—One ship they have.

What vessel was that?—The Castle Huntley.

What freight did they pay per ton for that vessel?—To the best of my recollection 19*l.*

Was that a vessel chartered to begin her voyages from England?—She was built at Bengal, to go out from this country on six voyages.

Committee.]—Had she full freight from Canton?—From Bengal she had full freight, she was fully laden by the Company.

Mr. Harrison.]—When did she come home?—She came home in 1813.

Was she a 1,200 ton vessel?—She was.

The freight on that amounts to between two and three-and-twenty thousand pounds?—Yes.

Then am I to understand, from one of your former answers, that the freight that this vessel earned home, was in lieu of the allowance that would have been given to the same vessel, if she had been built in and sailed from England immediately?—Undoubtedly.

Committee.]—The profit is not to the extent of twenty-two or twenty-three thousand pounds?—No, nothing like it.

Mr. Harrison.]—Has a vessel, built in India, but beginning her contract here, what you call the war contingent allowances?—She has.

But not the war-building allowance?—No.

Do the Company pay any thing more in the way of contingencies than the rate per ton upon the voyage home?—No, they do not.

And that has, in no instance that you know of, exceeded about 19*l.*?—No, I do not recollect any instance; the average freight of the vessel, including her surplus tonnage, has, in no instance exceeded 19*l.*

Have you any means of giving the Committee an estimate of what the expenses of that voyage are?—No, I have not.

I observe, in pages 88 and 89 of the evidence, estimates of the outfit, which include, I take it, the repairs of the different voyages, from one to six inclusive, upon vessels built in England and vessels built in India?—They are the outfits upon which the East India company calculate; when they make a contract the contractors are to name a freight upon the expense of that outfit.

From what data are the expenses of the outfit of the vessels built in India given in page 89 taken?—Those outfits were not prepared by me in my official situation; but I rather think it arose from this circumstance. Ships built in the East Indies, expressly for the East India company's service, never having been employed during the period of six voyages, it was not possible for the Company's professional officers to form any idea of what might be the repairs of those ships on each respective voyage; the outfits were therefore taken the same as for an English-built ship, in the expectation, I believe, that if the proposals were more favourable for the Indian ships, the freights at which they would be offered would be in a reduced proportion.

Can you explain to the Committee, upon what grounds a larger freight is engaged for by the India company for the three vessels in page 89, built in India, than is contracted for for the three vessels, General Harris, Bridgewater, and Atlas, built in England?—It is impossible for me to account for that circumstance, as I am not in

Mr. John Morice.

possession of the data upon which the contractors made their calculations; they made the offer to the Company.

Committee.]—Looking to the allowances for war-building, that are given to the English-built ships, and not to the India-built ships, do you think the freight is higher of the India-built ships?—No, certainly not.

Mr. Adolphus.]—That allowance for war-building is given to the English-built ship in war time?—It is.

That applies only to the first voyage the ship can make, as an advantage of course.—Certainly.

The freight, as here set down, does not depend upon the first, or any other voyage, but it is given to the ship indifferently?—Yes.

You observe in this paper which has been read, "the freight to be paid the owners for the voyage to England, if loaded on the Company's account, or the privilege to be granted the owners of loading the ships on their own account, is to cover the extra expense of building in time of war?"—That is not my observation; that is a copy from the proposals exhibited to the Company when the contracts were made; but my answer went to the East India company, that the freights on India ships were cheaper to them, deducting the war-building, than for the ships built in England; paying the war-building allowance on the first voyage, calculating the insurance and interest, makes it an allowance of about two guineas per ton each voyage; the calculation has been made.

Committee.]—Taking in the war-building allowance to the English ships, which has the highest allowance of the two?—The English ship.

Mr. Adolphus.]—Have you made that calculation yourself?—I have not made it myself, but it has been made.

Have you ever verified that calculation yourself, have you gone over it to know that it is correct?—Yes, I have; I have reason to believe it is correct.

That calculation of interest and insurance is made upon the presumption, that the ship lives her full six or eight voyages?—Certainly; otherwise it would be a greater expense, supposing the ship to be lost.

But that allowance is made in consequence of an expense actually incurred by by the builders, as you suppose?—I should suppose so, and not adequate to the expense.

The voyage home which the Indian builder gets, is free from all expense of the kind, which you include in the war-building?—Certainly.

Is there not therefore a considerable advantage gained by the Indian builder, in that respect, over the English builder?—No doubt there is; there is an advantage both ways, it is advantageous to the builder, and it is advantageous to the East India company.

Have you, or has any body else, to your knowledge, ever calculated the amount of that advantage?—No, I believe not; but the advantage to the Company is very easily ascertained; they get the advantage in the war-building, and they get a still greater advantage if they think proper to load the ship home; they get a cargo brought from Canton at a very low rate of freight.

Committee.]—That home freight then is never very profitable to the owner?—No, I should consider not; but it is very profitable to the East India company.

Mr. Adolphus.]—Are those conjoint advantages, if you were to count them in the way of insurance and interest, also very much above the allowance here for war-building?—I am not able to answer that, not knowing the expense the owners may incur in building the ships in India.

You say that the ships built in India present advantages to the East India company?—Certainly.

Do you know to what amount that is upon a 1,200 ton ship, upon her first coming home?—I should think that the advantage in freight from China, is at least from sixteen to twenty thousand pounds.

Gained by the Company upon that voyage?—Yes.

That is the amount of the freight, not of the profit?—No; I consider it is the amount of the advantage to the Company, because they get the cargo home at sixteen guineas, instead of paying five-and-thirty.

That

That is to say, that when they get a cargo home by one of these ships, instead of one of the ships that sails from England, perhaps without any cargo that is advantageous to them?—A ship from England takes a very small cargo; it is very trifling. *Mr. John Morice.*

Therefore the saving consists in not being put to the expense of an outward voyage, in which there is no profit?—It does.

Will there be any difference in that saving in time of peace, from what there was in the time of war?—The saving will not be so much in the time of peace as in the time of war, because it has a reference to the freight; the freight being higher in time of war, the saving is greater.

In the account in page 201, of ships laid down on the bottoms of other ships, you have omitted the following; Lowther Castle on the bottom of The Abergavenny, Marquis of Camden on the bottom of The Earl Camden, and Asia on the bottom of another ship called The Asia?—Yes; they have been omitted by accident, but I know there are such ships.

Those ships were built in the years 1811 and 1812?—I believe so.

Do you know how many of the ships built in Great Britain, in the years 1811, 1812, and 1813, were built on the bottoms of certain ships lost or taken, from 1805 to 1810 inclusive?—Eleven.

Including the three that have been mentioned?—Yes.

Was any application made to the East India company by the owners of The Ceylon, subsequently to her capture, for leave to build a 1,200 ton ship on her bottom?—There was.

What answer was given to that request of the owners?—No answer was given to that; for previous to the Court of Directors taking that request into consideration, the owners made a second application, for leave to substitute a ship of 950 tons, built at Bombay, instead of building a ship in England.

Did the Company accept that offer?—That offer they accepted.

Did not that offer of the owners proceed from a proposal made to them by the Company to build a ship of 950 tons, either in Great Britain, or in India?—No, it did not; it originated entirely with the owners.

Do you know, whether it was ever the practice of the East India company to take up ships that had been built on speculation in the River Thames, their surveyors inspecting them during the building?—A number of ships have been taken up under those circumstances.

Is that practice persevered in, or discontinued now?—It was discontinued in the year 1808; the Company found great inconvenience from ships being built on speculation; after the Act of Parliament, passed in the year 1798, the object of that Act, they presumed, being to encourage open competition, it was hardly possible for the Court of Directors to take up a ship that had been built on speculation, conformably to the spirit of the Act of Parliament.

What do you understand by the mode of open competition, to which the Company thought it their duty to recur?—The Act of Parliament, I believe, required, that when the East India company were in want of ships, they should exhibit proposals for the receipt of tenders, which ships it is implied are to be built for the Company's service, and the lowest tender always to be accepted.

Committee.]—Was it understood at the India House that the competition was to be in offers for building?—Yes.

Mr. Adolphus.]—Do the Company order for themselves the ships that they take up, which are built in India, or are they built first and purchased afterwards?—They are built according to a contract made in this country.

Is that always done?—There have been instances where ships, built both in this country and in India, have been taken up ready built.

Since the year 1808, have any ships built in India been taken up so?—I do not recollect any such, except the Ceylon may be so considered; that ship was ready built.

Here is a ship named Charles Grant; was that contracted for, or built on speculation?—That was a ship built by the East India company themselves, intended for their own service, and afterwards sold to the owners of a ship that had been lost, to be employed in the service in the room of the former ship, instead of building one in this country.

Mr. John Morice.

How many ships have the East India company built in India, on their own account, and for their own service?—Only one other, that I recollect, the Thomas Grenville.

Do you know what that ship cost on her sailing from India?—I am not able to answer that question now; the account will be furnished; I think it was under 50,000 *l.*

What tonnage was she?—Eight hundred and eighty-six tons.

What freight did she make in her homeward voyage?—The ship belonging to the Company, there was no freight paid for her; she carried a cargo from Bombay to China, and from China to England.

And what freight would that make?—No calculation has been made on that; being the Company's ship they paid no freight.

What would they have paid for the freight of the same cargo, if she had not been their own ship, per ton?—From China they would have paid sixteen guineas per ton; from Bombay to China I cannot tell what they would have paid.

Is the freight direct from China, less than the freight direct from Bengal to England?—I think it is much about the same.

What was the amount of the repair and outfit of that ship, the Thomas Grenville, on her voyage from the Thames?—About 18,000 *l.* including all expenses.

What do you mean by all expenses?—The bounty on manning to the sea, wages advanced, and every thing; she cost that money to sea.

How much of that was repair or equipment; you cannot tell perhaps?—Not exactly.

About how much?—Her repairs, I think, cost about 1,500 *l.* the first voyage.

Do you know what was the amount of her repairs and outfit on the second voyage from London?—I do not recollect.

You have no possibility of stating?—Not from recollection.

Do you remember the expenses on the third voyage?—No, I do not.

Although you do not recollect the particulars of the expenses, are you enabled to say, whether or not this ship has cleared herself in the voyage on which she is?—I think she will have cleared herself, when she returns from her present voyage.

What voyage is this?—This is her third voyage.

Committee.]—In saying that, do you include insurance?—Including insurance.

The Company never insure?—No, but the calculation has been made.

Mr. Adolphus.]—Could a Thames built ship have cleared herself in the same number of voyages?—I think certainly not.

Committee.]—Why do you apprehend she could not?—Because the repairs are much more heavy.

[*Cross-examined by Mr. Grant.*]

I understood you to say, that the allowance of six pounds for war-building, was partly to be ascribed to the increased expense of timber in the time of war?—Yes, I apprehend so.

What do you conceive makes timber more expensive in time of war?—I know no other reason than the increased demand for it.

An increased demand for it for the purposes of shipbuilding?—Yes.

Do you not conceive, that so far as the demand for timber has been supplied by the importation of timber, that importation being more difficult in time of war, may have raised the price of timber?—I should suppose it must have an influence on the price of timber.

Can you at all state what the amount of that allowance per ton is, which you call an allowance for war contingencies?—It varies on different voyages; I should think from twenty to twenty-five pounds per ton.

In what way is that sum calculated and paid; is there any agreement at the commencement of each voyage, or in what other manner?—The settlement of the war allowances are so complicated, it is not possible for me to explain them verbally; there is a different settlement for almost every ship.

Can you state it generally?—An estimate is prepared, of the cost of a ship in the time of war; the difference between that estimate and the peace outfit, or permanent outfit of a ship, which ever it may happen to be, is allowed to the owners, and paid, with eighteen months interest, at the expiration of eighteen months; interest is allowed upon it for eighteen months, and then it is paid, at all events.

Is

Is that estimate prepared at the commencement of each voyage?—Yes, and the allowances depend upon the voyage which the ship is going out upon. *Mr. John Morice*

Is the amount of that allowance the same on each voyage, or does it vary?—It varies for the second, third, fifth and sixth voyages; it is about twenty pounds per ton, including all war allowances; and twenty-five pounds on the first and fourth.

Does it include the increase of seamens wages?—It includes seamens wages.

You have stated, that it is extremely advantageous, both to the Company and to the shipowners, to build in India rather than in England; what are your reasons for that opinion?—I consider, that the owner has an advantage in the freight of the ship to England, and that the Company have a manifest advantage in saving the expense of war-building allowed to English ships, and the option of loading the ships home, if they think proper, at a low freight.

Do you mean to say, that that is a peculiar advantage in the time of war, or do you speak of all times?—I consider the advantage will be the same in time of peace, though not in so great a proportion.

You have spoken of Indian-built vessels being freighted from China home; and I believe you stated, the freight to be from nineteen pounds to sixteen guineas in time of war; do you understand the payment of that freight to the owners, or the privilege of loading on their own account, to be intended to cover the extra expence of building in the time of war?—Yes.

Is the expense of shipbuilding greater in time of war than in time of peace, in India?—I cannot answer that question, because I do not know the expense of building the ships in time of peace in India; none having been built in time of peace there.

The ships that have been built in India have been supplied with more or less of their outfit, I believe, from this country?—No doubt a great part of their stores must have been sent from this country; but that would have no reference to the building; certainly her outfit would be more expensive.

You mean to say, that the outfit of a vessel building in India will be more expensive in time of war than in time of peace?—Yes, because so many of the articles go from this country; but whether it would affect the expense of building I cannot say.

A part of the articles sent out from this country enter into the building of this vessel; should you not so consider it, for example, iron and copper?—Some articles for the hull, iron and copper.

So far as those articles are concerned, the building would be more expensive in time of war than in time of peace in India?—Yes, certainly.

You have spoken of the Castle Huntley; had she come home in time of peace, would her freight have been the same?—It would, because that freight was agreed upon at the time that the owners had leave to build the ship.

Would there have been no difference in the terms of that freight, if that agreement had taken place in a time of peace?—They are bound by their contract, if there is any saving, to make an allowance upon honour.

Therefore the freight actually paid, would probably have been less in time of peace?—Certainly; if the freight had been to be settled later, it would have been less; but having been fixed, it could not be reduced.

In your account in page 201, there occur three instances in which ships have been lost, and no new ships have been built upon their bottoms?—Yes.

Do you remember a period in which it was the practice always to build ships on the bottoms of such as were lost in the Company's service?—Certainly; previous to the year 1796, the owner has had what was called a perpetuity of bottom; and upon a ship being lost or worn out, another ship was built in her room.

Was a new ship at that time built, whether immediately required or not?—Not always; very possibly the owners might lay down the keel of the ship, and they would be allowed to do so, and the ship was ready at the time the Company wanted her.

Was not it at that time the practice always to keep up a particular number of ships, whether they were required or not, by building one on the bottom of another, that was lost or worn out?—Certainly.

Therefore on that system, the Company might have more ships than they wanted; but they never could have fewer than they wanted?—It was so great an advantage to the owners to build a ship, that they always made the necessary application.

Mr. John Morice.

This system was altered, I understood you to say, in the year 1796?—It was.

Was it not the necessary effect of the previous system, that there were more ships in the Company's service, than their service actually required?—Probably there might; but I am not able exactly to answer that question.

Does it not frequently occur, that a ship may be lost or worn out, and the Company find no occasion to build another ship on her bottom?—Very possibly, if the number in their service is greater than they require.

I will trouble you to answer this as a question of fact; has it not frequently occurred, that a ship has been lost or worn out, and the Company have found no occasion to build another ship on her bottom?—In the system which the Company have now established for their shipping, I find a difficulty in answering that question; a ship that is lost previous to the completion of her fifth voyage, entitles the owners to build another ship in the room of the lost ship; if lost after the completion of her fifth voyage, the owners have no claim, and it does not always happen that immediately upon the loss of a ship, the Company contract for another.

Committee.]—Suppose a ship to be lost after completing three voyages, and the owner is desirous to rebuild it, have the Company the option to refuse it?—Certainly.

Are the owners at liberty to build other ships by law?—The Company cannot allow it, after the fifth voyage.

There is no right in the owner to build another ship on the bottom of any ship lost before the fifth voyage?—Certainly not; but it is a sort of claim that has always been admitted.

Mr. Grant.]—I understand you now to say, that before the fifth voyage the owner may claim to have his ship rebuilt, but the Company may resist that claim, and that after the fifth voyage the owner has no claim whatever?—No; and the Company cannot give them liberty to do it.

That is settled by the Act of 1798?—It is.

Do you recollect any period when the Company disposed of any of their ships to Government?—Yes; I do.

Will you state when?—I think it was in the year 1796.

Can you state what was the number of ships, or their tonnage?—I think there were six or seven ships, the tonnage about 1,200 tons each.

Have you known any instances in which India-built ships have come home, in the first instance, with a cargo of gruff goods?—Yes, I have.

Committee.]—On their own account, or on the Company's account?—On both.

Do you mean that some ships have come home with Company's cargoes, and others with cargoes of their own, of gruff goods?—Both one and the other.

Mr. Grant.]—I speak of ships built for the Company in India, and coming home here in order to commence a series of chartered voyages; have you known such a ship come with a cargo of gruff goods?—No, I have not; there are now two ships of 1,200 tons coming from Bengal, loaded by the owners; they are confined to gruff goods by the contract.

Have you known of ships which the Company had taken up in India, that have come home with a cargo of gruff goods?—I cannot say.

Do you remember any number of instances, in which the Company took up ships built on speculation in this country?—I recollect several instances in which they have done it.

Do you remember at about what time those instances occurred?—The Company have allowed the owners of two or three ships that were lost, to substitute a ship that had been built upon speculation instead of building one.

Has that happened since the year 1798?—Within the last five or six years.

Do you recollect its having happened, in any instances, before the year 1796?—I cannot recollect any instance; I have no doubt it has occurred.

[*Re-examined by Mr. Adolphus.*]

In speaking of ships built in India, you have stated, that much of their outfit is sent from this country; is that from your own knowledge, or from hearsay?—Certainly not from my own knowledge.

Therefore when you say, that must make the outfit more expensive, it is merely a speculation on something you have heard, and no knowledge of yours?—Excepting this,

Mr. John Morice.

this, that the ships must be furnished with a certain number of articles for their outfit, sent from this country.

Why must they?—I apprehend, the necessity of copper alone, and the iron work of the ship.

You speak this, I suppose, merely from report?—Beyond that; because the owners of the teak ships, that have been recently built, sent out a great quantity of articles, and applied to the Company for freight.

What were they?—Copper, iron, canvas and cordage.

How long ago was this?—About two years.

You know that an application was made to the Company for some of those articles to be sent out?—Yes.

In 1796, you have mentioned, that the Company sold some of their ships to Government, about six or seven you say; those were ships, I believe on the stocks?—Some of them were, some not.

Most of them, I believe, were?—I think there were three or four of them.

Had the Company, in 1796, more ships than they knew what to do with?—I am not aware that they had.

Was Government, in 1796, in distress for ships of 1,200 tons burthen, or thereabouts?—I understood that was the reason of the application being made to the Company.

Do you know, that in 1796, the Company had upon the stocks 17 ships?—Yes.

Do you know, that in the three ensuing years the East India company built twenty ships?—Yes.

Could it be, that they parted with those ships to Government, because they had more than they knew what to do with?—No, I apprehend not.

But you have stated before, that you knew Government to be in distress for ships of that size at that time?—I understood that to be the reason.

Committee.]—A part of the building which appears in those years to have been on the Company's account, was in reality on the Government account?—It was to replace those ships they sold to Government.

Mr. Adolphus.]—With respect to the building upon old bottoms, did I understand you rightly in saying, that there never was a right in the owner to build upon the old bottom, until the Company should want the ship?—I believe that is the case.

Your answer was this; if the ship was lost, an owner would lay down a keel upon the old bottom; that waited till the Company wanted the ship, and then the owner completed it?—Certainly.

Having a preference on the Company's employ, but no claim for the Company to take the ship, whether they wanted it or not?—Certainly.

[*Examined by the Committee.*]

Were the Company's ships Britannia and Sir Edward Hughes, built at Bombay, registered?—Certainly.

They were registered before the year 1794?—Long before that.

Did not the Company, about the year 1801 or 1802, try the experiment of competition between British and India-built ships for extra service, by offering to engage the latter on the same terms as the former?—They did.

Had they any tender of India-built ships in consequence of such offer?—No, they had not.

Had not the Governments in India, for some years prior to that, permitted India-built ships to come to England with cargoes, and allowed them to return with cargoes on the owner's account?—Yes.

Was not that discontinued by order of the Court of Directors?—Yes.

Did not the Court at that time, or afterwards, restrain the Governments in India from giving permission for those ships to come home, except on the express condition of their being sold in this country?—I am not aware that it was entirely prohibited, because some ships came to this country for the purpose of being sold, and others not.

Did not the owners of those ships that were directed to be sold in England, consider their not returning as a great discouragement?—I cannot answer that question.

Mr. John Morice.

Did not the owners or their agents, on their arrival, generally apply for permission for those ships to return to India?—Generally.

Was not the indulgence frequently refused by the Court?—I am not aware of that.

Do you recollect the owners of the ship Matilda applying repeatedly for permission for that ship to go back?—I cannot from recollection state that.

You recollect the Matilda being taken up afterwards by the Company?—Not by that name.

But you have known instances of ships being refused in the first instance, though afterwards permitted?—Yes; I have.

On a renewal of application by the agents or owners?—On a second application to the Court of Directors.

Have not the Court of Directors of late years prohibited marine stores, cordage, canvas, anchors, &c. being sent out by private merchants in the extra tonnage provided by the Company, and also in East India ships permitted to return?—In some instances, I think they have, but it has not been the practice to refuse.

They would not allow it without express permission?—No.

That indulgence was never refused to the captains and commanders of the Company's own ships?—No.

Have the commanders and officers, and also merchants, availed themselves of sending out marine stores, whenever they could?—Very probably they might, but I cannot speak to that.

Do not the Company send out considerable quantities of marine stores for sale?—They do.

Do you know what advance the Company's governments charge on those stores, when sold to the owners of private ships in India?—No, I do not; it varies at the different Presidencies.

I believe in the invoices you make out of those things, you add ten per cent. to the prime cost?—That was the practice, it is now discontinued.

With respect to the ships that have lately come home from India, is there not a special exception to their carrying out marine stores from this country in their licences; the rice ships for instance?—I believe that is one of the articles.

They are not allowed to carry out marine stores from this country?—No.

About the year 1795 or 1796 the Company took up ships of much larger burthen than they had done before, from 1,400 to 1,500 tons measurement?—In 1794.

Those were chartered for only 1,200 tons?—They were.

And the surplus cargo they only paid half freight for?—They did.

And they brought considerable surplus cargo?—A surplus of four or 500 tons, I believe.

Those were consequently the most advantageous ships to the Company that they had?—Most undoubtedly.

The Committee in that list observe, that they discontinued building those very soon afterwards, and reduced them to about 1,200 or 1,300 tons?—It was considered by the professional gentlemen in the Court of Directors, and their own professional officers, that the ships of 1,400 tons were not sufficiently strong for their size, and that the 1,200 ton ships were of a better description.

Those 1,400 or 1,500 ton ships required very great repairs, both at home and abroad?—No doubt they must, in proportion to their tonnage.

From their weakness?—On their first being built, they required to be strengthened by lower deck beams.

The Talbot and Ganges were of this description?—The Ganges was the largest; she was upwards of 1,500 tons.

The Talbot foundered in the Chinese seas, on her second voyage?—Yes.

The Ganges foundered off the Cape of Good Hope in 1807, on the fourth voyage?—Yes.

Some of those large ships were obliged to return from China to Bombay, in order to be repaired?—The Ganges had returned to Bombay, and was coming home at the time she foundered.

Do you know this from common report, or from official documents in your office?—I know it from official documents, and from the investigation which took place respecting the loss of the ship.

Did you ever hear of a Company's regular ship foundering, previous to The Talbot?—The Ganges was the first that was positively known to have foundered; The Talbot was lost, but it never was known whether she foundered or not.

Since

Since the loss of The Talbot, the Committee observe in your list, the following ships, supposed to have been foundered; The Prince of Wales, The Lord Nelson, The Bengal, The Calcutta, The Jane Duchess of Gordon, The Lady Jane Dundas; those were not 1,500 ton ships?—About 820 tons. *Mr. John Morice.*

Were any of those ships built on speculation?—I do not think any of them were.

Have not the Company of late years discontinued this class of ships, and adopted another measuring, about 950 tons, in their stead?—They have.

Do you know the reason for making the change?—The 820-ton ships were not considered altogether as safe ships.

On what account?—They were too high, too much weight aloft; they were very dangerous at sea.

On the subject of beams was there any objection?—I do not know that.

Those 950 ton ships were built on a different plan from the 820?—They were.

Do you recollect how long it is since the Company adopted the system of engaging regular ships, that have compleated six voyages, for two additional voyages?—I think it was in the year 1806.

When their ships are taken up for two additional voyages, are not the owners required to give them a thorough repair?—They are, and the ships to be doubled.

You do not know the average expense of such repairs?—No, I do not, I have understood it to be very large; but it is merely from report.

Have the owners of any of those ships, since that time, declined repairing them for such additional voyages?—They have not; but the Company have declined engaging them for two additional voyages.

What reason was alledged?—Their being considered the most expensive ships the Company could employ.

Have they ever, on survey, been deemed insufficient?—I believe certainly by some persons, but I do not think that is the entire reason.

Has not the measure of increasing the number of voyages from six to eight, had the effect of reducing the number of ships required for carrying on the Company's trade?—It had the effect of reducing the number of ships that would be required to be built for the trade; because it was not till the year 1796, that those ships were positively engaged to go six voyages; they used before to go four; before that time they were only engaged from voyage to voyage, and did not extend beyond four voyages in the whole, in general.

The effect of reducing the building of those ships, must have operated upon the four or five last years in a great measure?—Yes.

Those ships that were first taken up for the two additional voyages, are now upon the last voyage, most of them?—They are upon the eighth voyage, most of them.

In looking over that list, No. 7, the Committee observe there are thirteen ships, measuring 18,280 tons, have completed their sixth voyage; and twelve more, measuring 12,085, are now on their sixth voyage; in case the Company had adhered to their former system of taking the ships for six voyages only, would they not have required 18,000 tons of shipping to be built in the last four years, and 12,000 tons more now in progress, to replace those worn out on their last voyage?—Certainly, if the ships had not been engaged on further employment.

Then to this engagement for two additional voyages, may be in a great measure attributed there being no ships built or required by the Company?—It certainly must have had a tendency to reduce the number very materially.

There being ten of those thirteen ships now on their last voyage, do not you think it necessary to rebuild ships in the River to replace them?—It must rest with the Court of Directors, it will depend on what they think necessary to replace the deficiency.

Do you recollect how long it is since the Company took up ships built in India for their regular service?—About two years ago.

It has usually been the practice for the regular trade of the Company to be carried on in British-built ships?—Up to the year 1804.

Do you know the reasons which induced the Directors to depart from that practice?—I always understood the reason to be, that the price of building in this country had increased very materially, and it was thought by introducing Indian-built ships it would be reduced.

Has that been the consequence with respect to freight?—I think the price was lowered in two or three years as much as 5*l.* a ton.

Mr. John Morice.

Do you mean the price of building or the price of freight?—The price of building.

The regular ships are obliged to undergo certain repairs while they are in the service; these repairs are at the expense of the owners, of course?—Entirely.

And there is a material difference between the repairs of India ships and British-built ships?—No doubt of it.

What is the difference of freight paid by the Company on India-built ships and British-built ships, in their contract?—The freight is nearly the same at present.

You have stated, that when a ship was lost, which had performed less than five voyages, the owners had a sort of right to rebuild upon the bottom; that it is an admitted claim, though not an absolute right. When the owners have a power of building on the bottom of a ship worn out, is it optional with them to build either in the Thames or in India?—No, it is optional with the Company.

Then it depends upon the permission of the Company, whether they shall build in the Thames or in India?—Entirely.

Then there is no obligation, in consequence of a ship being lost, that the building of that ship should be in the Thames?—No, none.

Martis, 17° die Maij 1814.

SIR ROBERT PEEL, BARONET, in the Chair.

The Petition of the Masters, Ship Builders, and Owners of Ships in the Port of Whitehaven, and Ports adjacent, in the County of Cumberland, was read.—No Agent appeared.

Mr. Thomas Noakes, was Called in; and Examined by Mr. HARRISON.

Mr. Thomas Noakes.

I BELIEVE you are draftsman and purveyor of the yard of Messrs. Wigram & Green, at Blackwall?—I am.

That is the yard that was formerly Mr. Wells's?—Yes.

How many years have you been in that situation?—I have been in the employment of Messrs. Wells, and Messrs. Wigram & Green, for three-and-thirty years.

Do you also carry on any business on your own account?—The business of a ship-joiner as well.

What is the duty of a purveyor?—Purchasing the timber and marking it in the country.

Do you go into the country yourself, to look at it, when you make a purchase?—Yes; there is very little timber but what I see in the country, before it comes into the yard.

Of whom have you principally purchased?—We have purchased a great quantity of Mr. Larkins, Mr. Alexander, Mr. Ellis, Mr. Stennin, Messrs. White & Rogers, and many others; I do not know that I can enumerate all of them.

Is it the Mr. Larkins who is connected with Mr. Morris?—Yes.

Can you state the number of ships that have been built in the yard of Wells & Wigram, within the last thirty years, for Government and the merchant service?—We have built fifty-five ships for Government, and forty for the East India company's service, and eight for the West India service; the total amount of their tonnage is 90,922 tons.

That is in the last thirty years?—It is the number in the last twenty years, since 1794.

Does that number include fir frigates?—Yes.

Were any other vessels built of fir except those frigates?—No.

Is there any oak in the construction of fir frigates?—Some oak; about 150 loads in each frigate.

What was the last Indiaman built in the yard of Messrs. Wigram & Green?—In 1812, she was launched in 1813.

Had they in that year any King's work to do?—Yes; we built two frigates in 1813.

Had they any King's work to do in 1812;—No; in 1813 we built ten frigates.

What

Mr. Thomas Noakes.

What size were those frigates?—From 1,000 to 1,500 tons.

Just give the aggregate tonnage of the whole?—Those frigates amount to 12,448 tons.

Within what time were those frigates built and launched?—Within fourteen months.

Were they built of fir only?—Fir and elm; they were what we call fir frigates.

Then am I to understand you, there has been no vessel built in the yards of Messrs. Wigram & Green, for the merchants service, since the one built in 1812, and launched in 1813?—No.

Is there any vessel now building there?—No, none.

If you had not had the building of those frigates in 1813, what must have become of the men?—They must have gone without any employment.

How many apprentices are attached to the yard of Messrs. Wigram & Green?—They have about five-and-forty at present.

Is that a larger number than you have been in the habit of employing, or less?—A less number; when we were fully employed we had sixty.

Were Messrs. Wigram & Green regularly bred themselves to the business?—Yes.

Do they live on the spot, and carry it on themselves?—Yes, both of them.

Have you been in the habit, in that yard, of employing any but shipwrights who have served their regular apprenticeship?—Not to work as shipwrights.

What other description of persons do you employ?—We employ the house carpenters to do the house carpenters work; we have the different trades, but we never employ any other person but a shipwright to do the work of a shipwright.

Does it require the full length of period that an apprentice serves to enable him to work with effect?—Certainly.

You have stated the number of ships that have been built in this yard, of different descriptions; have you, in the business you have carried on in building those vessels, ever found any difficulty in procuring timber for that yard, as their purveyor?—Never.

Have Messrs. Wigram and Green ever declined any contract, from an apprehension that they should find any difficulty?—Never.

Can you give me the aggregate quantity of timber and plank expended in that yard for the last twenty years?—Yes; 82,413 loads of oak timber; 23,448 loads of oak plank.

Is that English oak or foreign?—All English.

Committee.]—Is this for the whole use of the yard, building and repairs?—Yes.

Mr. Harrison.]—Can you tell how much of that quantity was bought of Messrs. Larkins and Morris?—I have got the account of that for the last ten years; 17,145 loads of oak timber, and 2,598 loads of plank; the total value of that is 170,032*l.*

Is there a very material difference in the proportion of each year?—Yes, a very great difference; here is a list.

[*It was delivered in, and read, as follows.*]

An ACCOUNT of Oak Timber and Plank received by Messrs. WELLS & Co. from JOHN LARKINS & Co. from the year 1804 to 1813.

	Loads of Oak Timber.	Loads of Oak Plank.	Amount. £.	s.	d.
1804	420	67	3,276	1	—
1805	5,282	676	49,678	1	—
1806	1,790	359	18,000	10	—
1807	605	220	7,653	16	—
1808	2,223	436	23,405	18	—
1809	1,546	283	15,680	—	—
1810	2,218	165	18,253	6	—
1811	1,634	392	21,827	6	—
1812	374	—	3,397	12	—
1813	1,053	—	8,859	12	—
	17,145	2,598	£. 170,032	2	—

Mr. Thomas Noakes.

I want to ascertain the quantity of timber, of different metings, used in a ship of 1,200 tons?—Here is "An Account of the quantity of English oak timber used in the frame, and of the oak plank of a ship of 1,200 tons, and one of 1,000 tons. For a ship of 1,200 tons, oak timber and plank from thirty to fifty feet, 400 loads; from fifty to sixty feet, 800 loads; sixty feet and upwards, 600 loads; total 1,800 loads. For a ship of 1,000 tons, oak timber and plank from thirty to fifty feet, 300 loads; from fifty to sixty feet, 700 loads; sixty feet and upwards, 500 loads; total 1,500 loads."

Do those measurements include plank as well as timber?—Yes.

Has the sort of timber used in the construction of the frame of a vessel been smaller latterly than it was thought necessary to use formerly?—Yes; the scantlings of the seventy-fours particularly.

Do you prefer using timber that is nearly of the size you want for the purpose, and that will cut sufficiently square for the use, to the same sized piece of timber cut more die square out of a large piece?—Yes, certainly; it is more durable if you can get it to the size you want it, because it is younger; and a young piece of timber is more durable than an old piece.

Committee.]—Then young timber is best?—Yes, if you can get it large enough.

Would you give more for young timber than for old, if you were buying it?—No.

Mr. Harrison.]—I believe you call the cutting a tree into the shape necessary for the part of the ship into which it is to be put, conversion of it?—Yes.

And I am to understand you, that what you would call the best conversion, is the using timber nearest to the size applicable for the purpose?—Certainly; best for the ship, and best for the builder.

Then, if a smaller timber has been used than formerly, that has not arisen from the scarcity of timber, but from what you would call an improvement in the conversion of the timber?—Certainly; we get it easier, because the timbers are not so long and so round as they were formerly.

Can you state how many pieces of the very largest size a ship of 1,200 tons would require?—Not more than two or three very large trees.

To what purposes, in the construction of a ship, are those large trees applied?—The rudders principally, and keels or pieces; there is nothing very large in an East India ship but those.

Is the cutwater a large piece of timber?—No.

The stem post, is that large?—Yes, you may reckon that as one of the large trees; the stern post, the rudder, and the two keels or pieces.

The wing transom, is that a large piece?—Yes; it is about the size of the keels or pieces.

Then it does not require more than a small number of the very large trees of all, to construct a vessel of 1,200 tons?—Certainly not.

Is that also the case in the construction of a seventy-four?—Yes, exactly.

The parts that I have before stated, are they parts that in a seventy-four also require the largest size timber?—Yes.

Can you state the amount of repairs that have been done in your yard upon ships built in India?—"The Surat Castle, of 1,139 tons, going on her first voyage, cost 4,417 *l.* 4 *s.*; on her second, 3,472 *l.* 5 *s.*; on her third, 2,396 *l.* 19 *s.* 3 *d.*; on her fourth, 1,751 *l.* 14 *s.* 8 *d.*: The Scaleby Castle, of 1,237 tons, on her first voyage, 3,002 *l.* 11 *s.* 3 *d.*; on her second, 1,777 *l.* 13 *s.* 9 *d.*; on her third, 8,768 *l.* 2 *s.* 4 *d.*; on her fourth, 1,237 *l.* 19 *s.* 1 *d.*: The Bombay, of 1,279 tons, on her first voyage, 2,686 *l.* 7 *s.* 7 *d.*; on her second, 1,508 *l.* 16 *s.* 4 *d.*; on her third, 1,0[illegible]8 *l.* 3 *s.* 3 *d.*: The Thomas Grenville, of 923 tons, on her first voyage, 1,554 *l.* 18 *s.* 7 *d.*; on her second, 1,421 *l.* 3 *s.* 11 *d.*; on her third, 1,415 *l.* 7 *s.* 8 *d.*: The Charles Grant, of 1,252 tons, on her first voyage, 1,576 *l.* 8 *s.* 11 *d.*; on her second, 1,411 *l.* 18 *s.* 7 *d.*: The Moffat, of 750 tons, on her first voyoge, 1,860 *l.* 2 *s.* 5 *d.*; on her second 845 *l.* 7 *s.* 4 *d.*"

What is the nature of the repairs done the first voyage; are they what you would call repairs, or are they additional fastenings and things of that sort, arising from their not being so careful in the construction in India as they are here?—The two first ships, when they began their first voyage here, were old ships, and not new ships.

Those

Mr. Thomas Noakes.

Those therefore you would consider as common repairs?—No; they require more fastening than the new ships would, because we suppose the new ships come home better fastened than they were.

In The Bombay, Thomas Grenville, Charles Grant, and Moffat, you have put down different sums against them for the voyage; what description was the repairs of them?—Caulking, and a number of different trifling things on the first voyage. The new ships do not want any very great addition to them.

Will you be good enough to state the amount of repairs of a British-built ship of the same size, under similar circumstances, in the India service?—The Royal George, of 1,257 tons, on her first voyage, 1,497 *l.* 4 *s.* 5 *d.*; on her second, 5,945 *l.* 17 *s.* 1 *d.*; on her third, 14,852 *l.*; on her fourth voyage, 1,530 *l.*: The Marquis of Ely, of 1,257 tons, on her first voyage, 1,014 *l.*; on her second voyage, 3,075 *l.*; on her third voyage, 20,327 *l.*; on her fourth, 2,092 *l.*: The Essex, of 1,257 tons, on her first voyage, 1,629 *l.*; on her second voyage, 2,457 *l.*; on her third voyage, 6,660 *l.*; on her fourth voyage, 3,030 *l.*: The Wexford, of 1,257 tons, on her first voyage, 890 *l.*; on her second voyage, 2,721 *l.*; on her third voyage, 16,151 *l.*; on her fourth voyage, 2,084 *l.*".

What ships are those on which you have given this statement?—We have selected, in this statement, the ships which come near to the same size as the India-built ships, about 1,200 ton ships.

And in both instances they have occurred at late periods?—Certainly.

Committee.]—You mean to assure the Committee, there is nothing particular about those ships, but that you have taken them out by accident?—Yes.

And this is about the average repairs of the two descriptions of ships?—Yes, I think so.

Mr. Harrison.]—You think the instances you have given to the Committee would afford a fair average of repairs of these descriptions of vessels?—Yes.

Are you acquainted with the construction and mode of fastening of the Dublin and the Rodney?—Yes.

They were seventy-fours, I believe?—Yes.

When were they built?—I cannot speak exactly to the year.

Will you state to the Committee what was the construction and mode of fastening of those two vessels?—They were fastened on the plan of Mr. Peake, the Surveyor of the Navy; there are three different modes of fastening ships as substitutes for knees; one is on Mr. Sepping's plan; one Mr. Peake's, and one Mr. Roberts.

And those were fastened on Mr. Peake's plan?—Yes.

Was that done under the direction of the Inspector of the Navy Board?—It was done by the order of the Navy Board, agreeably to the contract.

Were the Dublin and the Rodney both got forward with great expedition, or the Rodney only?—I cannot speak to that, because they were not built in the yard I am in.

Did it come to your knowledge afterwards, that those ships failed in any respect?—I heard that they were sent home from sea, in consequence of being weak.

Was that the fault of the fastenings, or of what?—It was the fault of the plan of securing the ship; it did not at all attach to the building of the ship.

What sort of shipping have you built as your principal employment?—The East India shipping.

In peace as well as in war?—In peace as well as in war.

What stock of timber have you at this time?—We have 1,683 loads of oak timber.

And how much plank?—1,311 loads.

At what metings is the timber?—The timber will mete at 64 feet.

Have you disposed of any timber lately?—Yes; we sold last year to Messrs. Larkins & Company about 5,523 *l.* worth.

Of what size and quality?—About the same size, about sixty and sixty-four feet metings; timber and plank together, amounted to that sum.

Look at that paper [*handing it to the witness*]; is that made out by you?—The returns of the number of men in each yard were delivered to me, and this paper was made out from those returns.

From the several yards?—Yes.

Mr. Thomas Noakes.

Do you know the return to be correct, as to Messrs. Wigram & Green?—I know the returns to be correct of the whole, because I have examined them particularly.

Committee.]—Did you examine them from the books that were in the yard?—Yes; with our books at Blackwall.

Mr. Adolphus.]—With respect to the return from Messrs. Wigram; do you know that those returns are true?—Yes; I saw the person making them out, and assisted in making them out.

What information have you as to the other yards?—I have seen the originals.

You received certain papers from the superintending people at each of those yards?—Yes.

Did you reduce them into the shape in which they are now?—I did.

Then all you know of it is, that you have faithfully transcribed what you found in that paper, putting them into the form that you thought would be desirable for this Committee?—Yes.

How did you get the information from the several yards from which you drew these figures?—I wrote a letter to the proprietors of each yard, requiring a return of the number of men employed by them, on the last pay days in the months of March, June, September, and December, in each year, and I received the papers in answer, from which I have made up this return.

[*It was delivered in.*]

[*Examined by the Committee.*]

You have said, in the course of your evidence, that it required seven years apprenticeship to perfect a shipwright in his business?—Yes; I think it does.

Tell the Committee, is not it the practise of the yards in London, to charge for the work of an apprentice who has completed his third year, the full price of a best workman?—Certainly not.

At what time is an apprentice so charged?—Not till he is out of his time.

Never?—Not to my knowledge.

You are quite sure of that; you know the method of charging, and you state that from your own knowledge?—Yes.

During the time you have been in Messrs. Wigram's yard, have you not known of frequent instances of the workmen combining together to raise their wages?—Yes; there was a standing out about eleven or twelve years ago by the workmen.

They did, in fact, compel the masters to raise their wages at that time, did they not?—Their wages were raised at that time.

The masters were obliged to give way, were they not?—Of course; if the wages were raised it was in consequence of their standing out; but it was in consequence of the high price of provisions that they stood out.

The fact was so, that they demanded higher wages, and the masters resisted?—Yes.

How long was the standing out?—A month or two; it is so long ago, I cannot state positively.

During which time no business could be done in the River?—No, there was very little.

It was suspended by this combination?—Yes.

In what year was that?—1802 or 1803.

And did not the masters give way?—I believe it was compromised between the masters and the men.

What was the rise effected by that compromise?—The established wages before, what they call the nominal wages, were 3 *s.* 6 *d.* a day, and from that time it has been 5 *s.*

What is your rate for best men?—We pay from five, to six and seven shillings.

Is that the day of twelve hours?—Yes.

To what do you attribute, generally speaking, the small quantity of repairs required by India-built ships, in comparison with those required by the River-built ships?—Because the wood is more durable.

Is not your custom now in yards to pay more by job work?—Principally by job work.

That

Mr. Thomas Noakes.

That job work is principally taken by gangs?—Sometimes by gangs, and sometimes by the single man.

Is not it principally done by gangs?—Yes, principally.

The head man acts for the gang, and makes the bargain for them?—Yes.

What is the nature of the government of those gangs, do you know at all; do they carry the acceptance or refusal of work by majority, or how do they manage?—I do not know how they manage.

What number in general does a full gang consist of?—A dozen, or less; sometimes four, six, eight, or ten, according to the nature of the job they are employed upon.

You know that there are general clubs of the shipwrights?—Yes.

Meeting-houses where they meet for the purpose of considering the interests of the workmen?—They meet at different houses, but for what purpose I do not know, I never attended them.

Have you never seen their advertisements or proceedings?—There was a book published by them, I believe, some years ago, but I do not recollect the purport of it now.

Suppose you differ with one gang about the price of work, do you always find it very easy to get another?—Sometimes we do, and sometimes not.

Have not difficulties frequently occurred in the service of Messrs. Wigram from higher rates of wages being demanded by the men, than the master thought fair?—Sometimes there has been a difference between the officers and the men about the price of jobs.

Have not those difficulties frequently occurred?—Not frequently.

Mr. Adolphus.]—You have spoken of a strike of the men, when they held out about a month or two; was not that at a time when men of war were repairing in the River?—Yes; I think it was.

Was it within your knowledge, that the masters were compelled, by the Government surveyors, to yield to the difference proposed by the men, in order to go on with the work Government had in hand?—I do not recollect that circumstance.

Committee.]—When was the last of the frigates launched by Messrs. Wigram?—Last February.

When was a seventy-four launched in that yard?—In 1812.

Do you know how many seventy-fours you have built within the last ten years?—Ten.

And how many Indiamen?—Sixteen, I think.

Have you had, in the present year, the doing of any repairs for King's ships?—Not any.

In the last year?—Not any.

In the year before?—No.

How lately have you had any repairs of King's ships?—I think it must be eight or nine years back.

In the account you have delivered in, it appears that the largest number of shipwrights employed in Messrs. Wigram's yard was in the year 1813, which you account for by building ten frigates, and launching one Indiaman?—Yes.

The Committee observe, that in the year 1805 and 1806, you employed nearly the same number of shipwrights; to what was that owing?—That was at the time we repaired the ships for Government.

You had no particular building of Indiamen in those years?—No, we had not.

Did you build any Indiamen in 1810?—One.

What was the name of that Indiaman?—I have not her name down.

Did you build the Rose?—Yes; and it is likely it was the Rose.

And was the increase in the number of shipwrights that took place in that year owing to the building of that Indiaman?—It may be owing to the repairs of Indiamen at that time.

Had you any Government work in the year 1810?—We had three seventy-fours building at that time.

You said, that you used 82,000 loads of oak timber in twenty years?—Yes.

Mr. Thomas Noakes.

Have you the means of forming any estimate of the appropriation of that timber, as between ships built for the East India Company and other works?—No, not at present.

Can you form, from your general knowledge, any guess?—No, I cannot hazard an opinion.

Can you say that half was used for the India company?—I cannot ascertain that.

Of the 90,922 tons, how much was for the East India company, and how much for Government?—Forty-one thousand nine hundred and ninety-four for the Company; 45,644 tons for Government; the West India ships 3,334.

You have said, that you were not in the habit of employing others than regular shipwrights to do the work of shipwrights?—Certainly not.

Not even in the course of an extraordinary press?—I never knew an instance in my life.

From what source do you apprehend the additional number of shipwrights you employed in 1813, as compared with 1812, was supplied?—There being no work at the other yards, or very little; there was no building at the other yards at that time.

What do you apprehend has become of them now?—The greatest part of them are walking about unemployed.

Do not you know that Messrs. Wigram have had by far more of India building than any other yard in the River?—It is a much larger yard.

Do not you know that they have had five times the building of any other yard?—I do not exactly know that.

Have you any doubt of it?—Not five times, I should think, certainly.

What other yard has come near to it?—Messrs. Barnard's come next.

Have Messrs. Barnard had near as much as Messrs Wigram & Green?—I do not know that they have, but I cannot speak with certainty.

Any other person any considerable quantity?—Mr. Brent.

Has he had near so much as Wigram & Green?—Nearly; he may not have had so much.

Messrs. Wigram have had by far the most considerable part?—Yes; they have double the quantity of means.

How many slips have you for building?—Seven.

And how many docks?—Two double and two single.

How many has Mr. Barnard?—Mr. Barnard has two double docks, and one single dock.

And how many slips?—Four, I think.

And Messrs. Brent?—Two double docks, I believe, and one single one.

And how many slips?—Seven slips.

Are all those slips you have spoken of capable of building large ships?—Yes.

Have you a list with you of the India ships actually built by Messrs. Wigram & Green, within the last twenty years?—Yes, I have.

What is the total tonnage?—The total tonnage of Indiamen 41,944 tons.

Mr. Adolphus.]—Are Messrs. Brent's slips as large as yours?—Yes.

One with another?—No, not the whole of them; he has some slips that are only fit to build West Indiamen.

But all yours are fit to build East Indiamen?—All but one.

[*The following paper was delivered in and read.*]

The

The STATE of the private Shipbuilder's YARDS in the River Thames, on the 26th April 1814.

BUILDERS.	Where situate.	Slips for building Ships.	Docks for repairing Ships.		Ships now building.	Ships now repairing.
			Double taking two.	Single.		
Messrs. Pitcher & Sons	Northfleet	4	1	1	—	—
Wallis	Blackwall	1	—	—	—	—
Wigrams & Green	D°	7	2	2	—	—
Pitchard & Sons	D°	1	2	—	—	1
Barnard & Roberts	Deptford and Rotherhithe	4	2	1	—	2
Dudman & Co.	Deptford	5	1	1	—	—
S. D. Brents & Sons	Rotherhithe	7	2	1	—	1
Blacket	Mill Wall	—	1	—	—	—
Hill & Sons	Limehouse	2	2	—	—	1
Curling & Co.	D°	3	2	1	—	—
Tibbatt & Co.	D°	1	1	—	—	2
Dowson & Co.	D°	—	1	—	—	1
Young & Co.	Rotherhithe	2	2	—	—	—
Thompson	D°	1	1	—	—	—
Mestaer	D°	2	1	1	—	3
Longbottom	Ratcliff Cross	—	1	—	—	2
Fletcher & Son	Shadwell	—	1	—	—	1
Lake & Co.	Wapping	—	1	1	—	1
Beatson and Co.	Rotherhithe	1	1	—	—	—
Mitchel & Co.	Mill Wall	—	—	1	—	—
Rattenbury	Rotherhithe	—	—	1	—	1
Westlake	D°	—	—	1	—	—
	TOTAL	41	50	12	—	16

ABSTRACT:
Slips for building ships, forty-one.
Repairing docks, capable of receiving sixty-two ships.
None building, and only sixteen ships repairing.

The following ACCOUNTS, and PAPERS, were read:

(41.)—Timber cut, in the last 7 years, in H. M. Forest of Dean - - - - - p. 346
(42.)—Timber standing in H. M. Forest of Dean - - - - - - - - ibid.
(43.)—Survey of Oak Timber standing in the Forest of Dean, 1808 - - - - ibid.
(44.)—Teak Timber, or other Asiatick Wood, purchased by the Navy Board, 1800—1814 347
(45.)—British North American Pine or Fir Timber, contracted for by the Navy Board, 1795—1814 - - - - - - - - - - - - - ibid.
(46.)—Ships (not Indiamen) launched in the River Thames, for the Merchants Service, since 1770, &c. - - - - - - - - - - - - 348
(47.)—Correspondence between the Admiralty and the Navy Board, in 1805, on the subject of building 74-Gun Ships - - - - - - - - 350

ACCOUNTS, &c.

—(41.)—

RETURN to an Order of a Select Committee of the Honourable the House of Commons on East India Shipping, dated 6th May 1814, "That there be laid "before that Committee an Account of all Timber which may have been cut in "the Forest of Dean, during the last seven years; distinguishing the amount of "Fall in each year; and the sizes of the Timber, and the uses to which each "different description was applicable."

	OAK.		BEECH.	
	Loads.	Ft.	Loads.	Ft.
In 1807 - 608 oak, and 13 beech trees - -	1,026	33	48	18
- 1808 - 889 oak, and 19 beech trees - -	1,559	13	60	4
- 1809 - 2,714 oak, and 366 beech trees - -	4,430	12	531	14
- 1810 - 1,175 oak, and 280 beech trees - -	1,829	34	246	45
- 1811 - 523 oak, and 327 beech trees - -	844	39	300	21
- 1812 - 1,055 oak trees - - - - - - - -	1,481	31	—	
- 1813 - 1,251 oak trees - - - - - - - -	1,864	11	—	
	13,036	23	1,187	2

Office of Woods,
16th May 1814.

A. MILNE,
Secretary to the said Commissioners for the Department of Woods and Forests.

—(42.)—

RETURN to an Order of a Select Committee of the House of Commons on East India Shipping, dated 6th May 1814, for an Account of all Timber standing in His Majesty's Forest of Dean.

In pursuance of an Order of a Select Committee of the Honourable the House of Commons on East India Shipping, dated 6th May 1814, "That there be laid before "that Committee a Copy of an Account and Valuation delivered in by Messrs. Driver "in the years 1806, 1807, or 1808, of all Timber then standing in His Majesty's "Forest of Dean, preserving all distinctions which may stand in that Account of "the sizes of the Timber, and the uses for which its different sizes and shapes "are fit."

THE original Survey, delivered by Messrs. Driver to the Surveyor General of His Majesty's Woods, Forests, &c. is sent herewith; and it is requested that the same may be preserved, and returned to the Office of the Commissioners of His Majesty's Woods, Forests, and Land Revenues.

Office of Woods,
16th May 1814.

A. MILNE,
Secretary to the said Commissioners for the Department of Woods and Forests.

— (43.) —

A SURVEY of all the Oak Timber situate and standing in the Forest of Dean, in the County of Gloucester, belonging to His Majesty; by A. W. & E. Driver, 1808.

	Number of Trees.	containing	Contents in round Measure. Feet.
Ruerdean Walk - -	10,171	- - - - - -	222,705
Lattimore d° - - -	422	- - - - - -	6,455
Worcester d° - - -	3,794	- - - - - -	146,855
Park End d° - - -	5,593	- - - - - -	226,165
Speech House d° - -	10,505	- - - - - -	431,910
Blakeney d° - - -	4,342	- - - - - -	110,055
Total - -	34,827 trees;	containing	1,144,145

There are in the whole about 9,500 tillers, exclusive of those mentioned in the Survey.

Kent Road,
Sept. 16, 1808. A. W. & E. DRIVER.

— (44.) —

AN ACCOUNT of the Quantities of TEAK TIMBER, or other Asiatick Wood, purchased by the Navy Board, 1800—14.

Navy Office, 11th May, 1814.

IN pursuance of a Precept, dated the 20th April, from the Select Committee of the House of Commons, on East India Shipping, to lay before them an Account of the Quantity of Teak or other Asiatick Wood, distinguishing the same purchased by the Navy Board, in each year since 1800, and the price per load or ton paid for the same, with the Reports of the Board's Officers in the several Yards thereon; the following information is afforded.

REFERENCE has been had to the accounts of the naval officers in the East Indies, and there appears no other charge therein for teak purchased, than for a quantity sent to England, in January 1812, by the Dromedary store-ship.

The cost of this timber was 30,567 rupees, being at the exchange of 2 *s.* 6*d.* the rupee £. 3,820. 17 *s.* 6*d.*

The quantity, as reported by the officers of Woolwich Yard, is as follows:

	Loads.	Ft
Timber, rough, Ceylon - - - - - -	2	21
D° - - Teak - - - - - - -	131	19
Knees rough, Teak - - - - - - -	5	11
Timber, sided - - - - - - - -	72	16
Scantling - - - - - - - - -	90	35
Thick stuff, 9 ins. - - - - - - - -	0	48
8 - - - - - - - -	2	47
7 - - - - - - - -	7	14
6 - - - - - - - -	9	47
5 - - - - - - - -	12	32
Plank - - 4½ - - - - - - - -	9	17
4 - - - - - - - -	4	26
3 - - - - - - - -	6	18
3 - - - - - - - -	2	40
2½ - - - - - - - -	0	28
2 - - - - - - - -	0	6
Loads - -	358	45

Which makes the cost, taking the rough and the sided together, near £. 11. a load.

It has not been considered necessary to call upon the officers for any report upon teak wood, its quality being so well known for fitness for naval purposes and for durability.

The principal supplies of Asiatic wood have been by the East India company, for the building of ships of war in India, and the account of the expenses of the same has not yet been delivered.

E. BOUVERIE. ROBERT MIDDLETON. E. STEWART.

—(45.)—

Navy Office, 13th *May*, 1814.

AN ACCOUNT of the Quantity of British North American PINE or FIR TIMBER, contracted for by the Navy Board, since 1795, distinguishing each year.

In 1796	None contracted for.
1797	
1798	
1799	
1800	
1801	
1802	
1803	
1804	
1805	
1806	
1807	5,000 Loads.
1808	None contracted for.
1809	
1810	2,000 Loads.
1811	None contracted for.
1812	
1813	
1814	

N. B.—Several other contracts have been made by the Navy Board for the supply of North American Pine or Fir Timber; but it has not been stipulated in such contracts whether the Timber shall be of the growth of the British Colonies in North America, or of any of the neighbouring American States; for which reason they are not inserted in this account.

F. J. HARTWELL. R. SEPPINGS. H. LEGGE.

—(46.)—

A RETURN of all SHIPS (not East Indiamen) launched in the River Thames for the Merchants Service, in each Year, from 1770 to the latest period to which the same can be made up; with the Name and Tonnage of each Ship, and also of any that may be now building, or under orders to be built, in the said River.

SHIPS NAMES.	Tons.
In the Year 1786:	
Fly	31
Thames	14
Ranger	380
Turner	371
Sugar Cane	362
Alexander	396
Spooner	311
Lady Penryn	322
Gabriel Stewart	119
Augustus Cæsar	456
Madras	85
Bengal	86
Bencoolen	85
Phœbe	73
Hermit	42
Prince of Wales	318
William and Elizabeth	375
Marianne	155
New Adventure	227
Flora	43
Little Lucy	23
Success	53
Venus	36
Friends Increase	55
Year 1786—*continued.*	
Friends	60
William	61
Success	68
Neptune's Increase	62
Industry	17
Two Brothers	49
Friends	52
Adventure	10
Julia and Emma	56
Augustine	49
34 Ships	4,902
In the Year 1787:	
Tartar	160
Fortitude	44
Sophia	113
Jane	42
Hambragher	158
Aurora	291
Swift	100
Lively	21
Harriot	378
Hibernia	153

(continued)

SHIPS (not East Indiamen) launched in the River Thames—*continued.*

SHIPS NAMES.	Tons.
Year 1787—*continued.*	
Sebastiana	351
Withywood	375
Minerva	186
Betsey	81
Peggy and Jane	27
Sarah and Ann	319
Gosport and Havre Packet	106
Justinian	379
John and Jane	46
Charming Sally	64
Thames	10
William and Ann	15
Preston	24
Dolphin	70
Friends	33
Turbot.	32
Joseph and Mary	52
Sally	62
Hume	53
Blew	46
Susannah	50
Hannah	52
Ceres	86
William	64
Henry and Mary	17
Rocket	28
Clayton	4
Robert and Mary	7
Cleverly	43
Success	24
Prospect in View	13
Good Intent	58
Ceres	51
43 Ships	4,288
In the Year 1788:	
Princess Royal	30
Dick	387
Fort William	87
Neptune	41
Nymph	101
Three Sisters	333
Edmund and George	343
Simon Taylor	449
Mercury	152
Lady Jane Halliday	359
Venus	295
Lord Middleton	160
Peggy	5
Betsey	48
Stirling	101
Betsey	65
Mary	14
Ellyard	43
Experiment	11
Industry	54
Sisters	18
Trinity	102
John and Jane	18
Mars	34
Rainbow	16
Neptune	24
Kitty	3
Fanny	4
William and Mary	55
Success	54
Mary	56
Admiral Hood	22
John and Ann	49
Robert	57
Belvedere	11
Eagle	5

SHIPS NAMES.	Tons.
Year 1788—*continued.*	
Barwell	14
Periwinkle	8
Royal George	54
Rodney	50
Endeavour	33
Martha	58
Gibbs	53
Friendship	3
Industry	52
Charles	61
46 Ships	3,992
In the Year 1789:	
Fly	21
Fox	23
Martha	177
La Rosa	12
Rashleigh	220
Dispatch	20
Caroline	260
Experiment	143
Prince George	308
Amity Hall	316
West Indian	354
Reward	323
Fly	3
Prince of Orange	20
Tilburina	20
Phœnix	12
Phœnix	31
Venus	56
Larkin	65
Clopton	75
Venus	4
Endeavour	11
George and Elizabeth	15
Liberty	17
Ceres	46
Crowley	184
Susannah	51
Jonathan	52
Albion Mill	81
Duke of Clarence	16
Daphne	26
Flora	39
Severn	53
North Fleet	58
Thomas	53
John	60
Sylph	6
37 Ships	3,231
In the Year 1790:	
Integrity	229
Fairy	34
Queen Charlotte	157
London	243
Nimble	105
Fly	29
Crescent	238
Hillsborough	52
Palma	52
Ceres	246
Blenheim	364
Harvey	280
Townsend	274
Ceres	369
Juno	36
Foster Barham	342
Friendship	305
Queen	255

(*continued*)

SHIPS (not East Indiamen) launched in the River Thames—*continued.*

SHIPS NAMES.	Tons.
Year 1790—*continued.*	
Phœnix	573
Mary	46
Alfred	47
Young Elizabeth	34
Cumberland	16
Atalanta	28
Anna	45
Endeavour	63
Talbot	79
Eclipse	16
Speedwell	49
Lark	28
Thomas and Ann	52
Rose in June	58
Little Margaret	7
Cobham	33
Prudence	20
Downshire	52
Royal Charlotte	18
Sea Horse	8
Atalanta	5
Fairy	24
Maria Ann	34
Mary	80
Good Intent	53
Elizabeth	58
Sally	5
Friends Goodwill	7
Betsey	41
Three Sisters	48
Joseph	37
49 Ships	5,274
In the Year 1791:	
Jupiter	463
Satellite	40
James and William	58
Cleveland	44
Sally	34
London Packet	189
Westmoreland	173
Star	64
Juno	41
Fame	183
Zephyr	286
Prince Lee Boo	57
Elizabeth	416
Wasp	36
Catherine Green	346
Comet	300
Elizabeth Anderson	257
Adjutant	36
Brunswick	525
Lady Harewood	313
Expedition	28
Friendship	66
Erveretta	342
Indian Trader	342
Beggar's Benison	31
Samuel	53
Teicksey	3
Dart	63
Lubentia	5
Westmoreland	52
Mayflower	91
Elizabeth and William	48
Polly	6
Rambler	2
Princess of Wales	4
Talbot	10
Minerva	14
s sell	86

SHIPS NAMES.	Tons.
Year 1791—*continued.*	
Princess Augusta	41
Princess Royal	23
Buoy Yacht	84
Lloyd	34
Hope	59
Manship	24
Burgess	100
Baring	100
Mary Ann	55
Benjamin and Ann	60
Brunswick	8
Hawke	4
William and Mary	43
Anna	51
Richmond	46
Sion Hill	91
Providence	43
55 Ships	5,973
In the Year 1792:	
Nancy	254
Hunter	250
Arab	133
Nancy	19
Elizabeth Jane	227
Constantine	284
Matthew	306
Harriott	354
Duckenfield	516
Jamaica	408
Simon Taylor	500
Charlotte	29
Fanny	293
Minerva	257
Marlborough	39
Bushy Park	371
Flora	73
Express	78
Queen	160
Elizabeth	371
Princess Royal Packet	176
Princess Augusta d°	176
Ranger	2
Sister	64
Seagull	6
Mermaid	5
Novelty	8
James	11
King of Prussia	18
James and Philadelphia	37
William and Elizabeth	34
Brothers	33
Busy	5
Sisters	52
Phœnix	38
Thomas	43
Maria	59
Kent	43
Endeavour	59
Neptune	63
Nymph	4
Dispatch	53
Hope	40
Anjengo	44
Friday	47
Recovery	8
Bell	48
Juno	40
48 Ships	6,138

(continued)

SHIPS (not East Indiamen) launched in the River Thames—*continued.*

SHIPS NAMES.	Tons.
In the Year 1793:	
Princess of Wales	342
Elizabeth	55
Beaver	287
Martha	369
Gordon	354
Thetis	306
Friendship	339
Julius	306
Tulloch Castle	444
Freemantle	404
Alligator	341
Boddington	298
Generous Planter	379
Ealing Grove	375
Prosperous	6
New Betsey	67
Nymph	10
Crescent	35
King George	37
Trial	5
Bonny Kate	50
Sarah and Elizabeth	60
Mary	73
Good Intent	76
Thames	186
Diligence	48
Augustine	53
Mentor	5
Princess Royal	40
Hindostan	60
Ganges	60
Arabella	9
Endeavour	59
John and Hannah	40
34 Ships	5,578
In the Year 1794:	
Elizabeth	150
Harriet	151
Duff	267
Experiment	223
Planter	354
William and Henry	228
Thames	379
Britannia	384
John and Elizabeth	47
Northumberland	10
Morgan Rattler	11
Duke of York	33
Benjamin and Avie	70
St. George	7
Mayflower	108
Teaser	137
Nancy	63
Sophia	18
Hannah	50
Mary	55
Prosperity	154
Mary Ann	41
Phœnix	58
23 Ships	2,998
In the Year 1795:	
Industry	41
Sophia	49
Hope	172
Countess Leicester	135
Princess Elizabeth	185
Prince Ernest	185
Seagull	6
Richmond	59

SHIPS NAMES.	Tons.
Year 1795—*continued.*	
Oak	114
Sophia	112
Goodwin Light	179
Columbus	6
Rachael	37
Industry	108
Eliza	89
Hebe	3
Industry	38
Ceres	51
Daniel	42
Sir Francis	45
20 Ships	1,706
In the Year 1796:	
Owners Increase	29
Calcutta	51
Ann	48
Paragon	9
Five Sisters	60
Surat	51
Sisters	41
Active	62
Liberty	5
Sally	8
Charles James	50
Arabella and Sophia	13
William and Mary	51
Rival	5
Thomas and Mary	3
Coromandel	102
Canton	102
Charlotte	66
Blessing	65
Woodford	58
Liberty's Increase	37
Mines Royal	44
Hope	18
Endeavour	21
Willing Maid	11
Martha	428
Ranger	98
27 Ships	1,536
In the Year 1797:	
Camilla	48
Fame	88
Saint Vincent	350
Valley Field	19
Acute	172
Speculator	183
Sparkler	189
Nancy	169
John	175
Ranger	54
Good Intent	10
Neptune	62
Catherine	17
Richard and Ann	48
Providence	6
Ranger	204
Sun	21
Owners Delight	7
Jane and Betsey	46
John and William	70
Trial	7
New Blossom	36
New Princess Royal	33
Prince of Wales	24
Earl Spencer	40
Betsey	6

SHIPS (not East Indiamen) launched in the River Thames—*continued.*

SHIPS NAMES.	Tons.
Year 1797—*continued.*	
Aurora	7
William	11
Trout	12
Mary	168
Hannah	50
Prosperous	49
Mentor	170
George and Jane	40
Experiment	175
Thomas	46
36 Ships	2,812
In the Year 1798:	
Hebe	5
Mary	52
Favorite	50
Betsey Duncan	62
Elingden	404
Brothers	36
Industry	61
Royal Oak	99
William and Elizabeth	49
Dolphin	9
Traveller	4
Sally	9
Glowworm	55
Good Intent	49
Supply	143
Antelope	47
George	21
Anna	21
Success	99
John and Sarah	47
Wallington	61
Phœnix	52
Two Brothers	55
Two Sisters	55
Swallow	5
John	30
Mayflower	48
Echo	68
Richard	38
Hodgson	49
Catherine	48
Industry	46
Nonsuch	50
Good Intent	51
34 Ships	1,978
In the Year 1799	
Eliza	111
Delight	122
Suretie	78
Augustus Cæsar	412
Whim	110
Caerwent	270
Hanover	447
Earl Moruington	253
Sir Godfrey Webster	541
Wellerby	457
Camden	430
Jason	407
John and Martha	55
Bird	23
Richard and Ann	52
Fairy	3
Lucy	69
Union	56
Swift	6
Cupid	47
Ann and Sarah	7

SHIPS NAMES.	Tons.
Year 1799—*continued.*	
Daphne	4
Penelope	4
Whim	4
Nymph	14
Richard	44
Hope	13
Ratcliff Volunteers	10
Brothers	51
Fraser	52
Samuel and Sarah	39
Atalanta	7
Sally	9
Richard	53
Success	35
William Pitt	58
Owners Delight	50
Fowler	36
Frederick	52
John and Martha	44
Swift	42
Duke of Northumberland	50
Mary	29
Elizabeth	44
44 Ships	4,700
In the Year 1800:	
Cumberland	269
Comet	553
Thames	372
Nesbitt	252
Cæsar	606
Alert	33
London	405
Greenwich	338
Sir Edward Hamilton	496
Kirby	364
Lady Hobart	196
Good Intent	40
Watford	51
Greyhound	7
Jonathan	43
Ditchburn	54
Good Intent	51
Susan	71
Francis	50
Aurora	52
Neptune	8
Argo	49
Crown	69
Swan	6
Neptune	53
Charles	61
Hiram	45
Hercules	56
Lord Kenyon	48
Minerva	48
Canterbury	8
Eliza	5
Resentment	7
Rose in June	41
Sea Horse	50
Ditchburn	54
William and Sophia	17
Charlton	52
Charlotte	17
Ann	58
Four Friends	44
Industry	39
Sarah Elizabeth Bolt	54
Rebecca	25
Royal Charlotte	40
John and Francis	45

(continued)

SHIPS (not East Indiamen) launched in the River Thames—*continued.*

SHIPS NAMES.	Tons.
Year 1800—*continued.*	
Experiment	7
Grasshopper	20
48 Ships	5,329
In the Year 1801:	
Lively	146
Perseverence	414
Inglis	130
Irmelinda	255
Hope	68
Perseverance	65
Success	43
Flora	327
Resolution	42
British Fair	61
Thomas	46
Mermaid	50
John and Mary	50
Saint Ann	48
Unity	56
Lord Nelson	35
King George	39
Belvedere	8
Elizabeth	49
Robert	38
Nile	37
Argo	9
Allington	7
Sally and Robert	43
Produce	9
Brothers and Sisters	50
Providence	3
Vixen	8
Tryal	52
Comet	68
William and Mary	51
Hope	29
Sir Sidney Smith	16
Dolphin	10
Mary	48
Altonatia	55
Clarkson	63
Argo	9
Prudence	49
Alfred	43
Duke of Bedford	50
Friends Goodwill	19
Nelson	52
Woburn Abbey	83
Endeavor	41
Lark	86
46 Ships	2,960
In the Year 1802:	
Edward Foote	163
Bensley	139
Pacific	327
William	234
Simon and Bella	329
St. Ann's Packet	18
Kitty	150
Minerva	19
Industry	15
Duke of Kent	20
Read	56
Jannet	46
Liberty	46
Kent	39
Experiment	19
Derenth	39
Belissima	17

SHIPS NAMES.	Tons
Year 1802—*continued.*	
Olive Branch	13
Duke of Bedford	39
Bremeyer	55
Elizabeth	68
Martha	31
Ann and Sarah	47
Priscilla	60
Lord Nelson	49
Hope	50
Sarah Bolt	51
Sophia	52
Thomas and Jane	52
Thomas	46
Active	49
Mary	48
Heart of Oak	47
Delight	58
Mary	50
Four Brothers	44
Admiral Tyrell	49
Speedwell	36
38 Ships	2,670
In the Year 1803:	
Jason	45
John and Susannah	52
Diligence	109
Dispatch	48
Grenada	37
George Hibbert	328
Hobbs	55
Speedwell	55
Glory	49
Hannah	59
Mary	30
Thomas and Jane	46
Bell	13
Sarah	45
Two Sisters	42
Foundry	33
Antelope	15
Lefort	57
Joseph	40
Trojan	50
Harriot	44
Atalanta	58
Sir Francis Burdett	37
Glory	15
Three Brothers	5
Brothers	23
Maria	53
Friendship	56
Nautilus	45
Jane	49
William and Ann	31
Nancy	44
Elizabeth	16
Neptune	8
John and Benjamin	31
Sarah	57
Hopewell	54
Joseph	52
Matilda	50
Thomas	24
William Henry	43
Penelope	45
Friend	48
Apollo	51
Ann	25
45 Ships	2,172

(*continued*)

SHIPS (not East Indiamen) launched in the River Thames—*continued.*

SHIPS NAMES.	Tons.
In the Year 1804:	
Ida	470
Jane	88
Singleton	41
Industry	45
London	49
Endeavor	18
Lapwing	45
Little Mary	11
Betsey	8
Baynard Castle	34
Brutus	7
Good Intent	23
Leader	43
Cresswell	64
Crawford Packet	26
Diamond	51
Thomas	44
Perseverance	49
Endeavour	52
Mary Ann	50
Shrimp	9
William	46
Nancy	4
Ashley	54
Good Intent	40
Success	17
26 Ships	1,388
In the Year 1805:	
Collingwood	256
Dutchess	50
Lyon	53
William and Ann	57
Heart of Oak	8
Henry	46
James and Edward	51
Elizabeth and Sophia	51
Prosperous	49
Providence	17
John and William	55
Rachael	37
John	42
Elizabeth Mary Ann	27
Sidney	13
William	48
John and Mary	49
Hannah	46
Content	7
Never mind it	12
Grant	134
Smith	134
Pole	33
Robert and Henry	53
True Briton	49
William and Ann	24
26 Ships	1,401
In the Year 1806:	
Antipode	58
Prince George	436
Mary	22
Edward	42
Cotton	33
Thomas and Lucy	66
Betsey	21
Mary Ann	34
Cumberland	22
Admiral Nelson	51
Vulcan	35
Deception	34
Fame	67

SHIPS NAMES.	Tons.
Year 1806—*continued.*	
Flying Fish	17
Catherine	71
Elizabeth and Ann	63
Emma	52
Self Defence	50
Mary	7
Peace and Plenty	43
Maria	54
Jane	46
22 Ships	1,324
In the Year 1807:	
Success	76
Swift	59
Eleanor	18
Antelope	16
Emma	10
Britannia	38
Agenoria	50
Emma	44
Ebenezer	58
Thomas and John	16
John	39
Susan	57
Rose	60
Tommy	40
Charlotte	30
Margaret	26
Experiment	64
Acorn	48
John	30
Perseverance	48
William and Hannah	52
Union	47
Brotherly Love	58
Ann	5
24 Ships	989
In the Year 1808:	
Susannah	51
Griffin	167
Royal Charlotte	50
King George	36
Fowey	37
Purfleet	52
Anne	7
Calcraft	68
Emma	12
Liberty	57
Little Betsey	17
Mary	50
Swift	62
Sisters	46
Ann	49
Lamb	57
Hope	46
Susan	3
18 Ships	867
In the Year 1809:	
Duckenfield	13
Good Heart	49
Lucinda	156
Mary	62
William Bowers	39
Elizabeth	53
Atalanta	38
Selby	61
Old Friend	120
Jane	43
Catherine	14

(continued)

SHIPS (not East Indiamen) launched in the River Thames—*continued.*

SHIPS NAMES.	Tons.
Year 1809—*continued.*	
Nelson	22
Lydia	46
Robert	49
Hannah	43
15 Ships	808
In the Year 1810:	
West Indian	372
Fanny	431
George the Third	399
Clio	101
Somersetshire	447
Guildford	521
Cæsar	626
Royal Charlotte	392
Gleaner	62
Sarah	53
Jubilee	40
Betsey	17
Royal Oak	58
Hempstead	43
Pitt	45
Jubilee	45
Flora	72
Charlotte	19
Ebenezer	47
Village Maid	48
Robert and Martha	56
Eliza	15
Bradshaw	51
Perseverance	20
Maria	44
Harriot	45
John	47
Victory	15
Mary Eleanor	37
29 Ships	4,168
In the Year 1811:	
Lavinia	21
Colonist	450
Morley	483
Etheldred	420
John	473
John and James	15
Hebe	56
William and Elizabeth	48
Betsey	17
Jane and Elizabeth	55
Good Intent	52
Elliston	6

SHIPS NAMES.	
Year 1811—*continued.*	
Halcyon	67
Bombay	61
Jane Bower	87
Good Intent	44
Better Luck still	84
William	43
Brothers	32
Endeavour	58
Martha	50
William	64
Emily	42
William and Mary	27
24 Ships	2,755
In the Year 1812:	
London	440
William and Mary	63
John	64
Industry	51
Brilliant	18
Sidmouth	65
Owners Delight	58
Favorite	48
Mary	55
Mercury	8
Albion	35
Unique	23
Caledonia	74
Prudence	28
Victory	51
Prince Regent	49
Moor Park	33
Sophia	56
Ann	61
19 Ships	1,280
Ann	61
Susannah	53
Sophia	24
Providence	41
Forest	55
Greyhound	11
Peggy New revived	45
Jolly Rambler	58
Friends	56
New Prosperous	85
Wellington	68
In the Year 1813, 11 Ships	557

N. B. The Registry Act took place in the year 1786, and is the earliest period from which this Account can be made up.

The Register General of Shipping has no accurate means of distinguishing the particular vessels built to be employed in the trade to India; he has, however, omitted to insert, in the foregoing Account, all those, which from their tonnage and the best information he has been able to collect, it is presumed, were intended for that service. No Account can be given from this Office of any vessels that may be now building, or are under orders to be built.

Custom House, London.
Office of the Register General of Shipping,
30 April, 1814.

T. E. WILLOUGHBY,
Regr Genl.

— (47.) —

Copies of the CORRESPONDENCE between the Admiralty and the Navy Board, on the subject of building 74-gun ships, in 1805.

(Secret.)

Gentlemen, Admiralty Office, 18th December 1804.

WE do hereby desire and direct you to take such measures as you shall judge proper for contracting, upon the best and cheapest terms in your power, for building in the merchants yards ten 74-gun ships for His Majesty, after the model of the Hero and Repulse; reporting to us, as soon as conveniently may be, the yards at which the said ships are to be built, and transmitting estimates, in due form, of the expense.

We are your affectionate Friends,
J. GAMBIER.
JN. COLPOYS.
PHILIP PATTON.

(Attested)
R. A. Nelson.
Navy Board.

Sir, Navy Office, 12th January 1805.

WE desire you will please to acquaint the Right honourable the Lords Commissioners of the Admiralty, that in obedience to their Lordships orders of the 18th ultimo, to take such measures as we should judge proper for contracting, upon the best and cheapest terms in our power, for building in the merchants yards ten 74-gun ships for His Majesty;

We judged it most expedient to adopt the mode we pursued when the 74-gun ships were contracted for in February 1800, by calling upon the River Builders (as scarcely any others can be depended upon for building line of battle ships) to attend the Board for the purpose of considering of a fair and reasonable price, under all existing circumstances; when, after a long conversation, and hearing from them a statement of their grievances, and the great losses they endured by the last 74-gun ships they built on the contract made in 1800, they retired from the Board, and in a short time delivered in the following calculation, as the lowest price at which they conceived a 74-gun ship could be now built:

Contract price for a 74-gun ship of 1,706 tons in 1800, at £. 21 per ton,	£.	35,826
Positive loss to the merchant builder		5,000
		40,826
Advance of expense in shipbuilding since 1801, at £. 25. per cent. is		10,260
		51,086
Present prime cost of a 74-gun ship		51,032
Add 15 *l.* per cent. profit		7,654
		58,686
1,706 tons, at 34 *l.* per ton		58,004
		682

As this statement went far beyond our expectations, and so far exceeded the proposals made by the same persons in January 1803, which on an average was under 26 *l.* per ton, we did not hesitate to immediately dismiss the Builders, informing them, that no ships would be built unless those prices were considerably reduced.

With this information the Comptroller waited upon Lord Melville, acquainting his Lordship, it was the opinion of the Navy Board that nothing but urgent necessity could warrant such a price to be given; when his Lordship thought proper to send for Mr. Perry, a person of great experience in shipbuilding, without having any concerns in business, and who is a man of excellent character, to request he would examine the shipbuilders estimate, which he accordingly undertook to do; and having examined a very minute and detailed estimate of all the expenses likely to be incurred in building so great a number of ships at the present time, expressed his opinion, that their estimate, though apparently very large, is not extravagant or unreasonable.

This detailed estimate has now been laid before the Navy Board, and amounts to an increased price, beyond their rough estimate, of 2 *l.* 11 *s.* 3 *d.* per ton, making the whole price 36 *l.* 11 *s.* 3 *d.* per ton; and at that rate they have made an offer to take among them nine ships.

The Surveyors of the Navy have very minutely examined each article of the estimate, both as to quantity and price of all the materials and workmanship, and having compared them with the present navy contract prices, have reduced it (after allowing the full amount for such articles of expense as are not known in the King's yards) to 33 *l.* 14 *s.* 11 *d.* per ton.

It

It is further necessary for their Lordships fuller information on this important subject, to acquaint them, that a Mr. Brindley, of Frinsbury, contracted with the Navy Board, in February 1803, to build a 74-gun ship at 21 *l.* per ton; and that Messrs. Adams & Co. of Bucklersbard, contracted in January 1804, to build a 74-gun ship at 24 *l.* 10 *s.* per ton; but there is so little dependence upon their being finished according to their contracts, that the keel of the latter ship is not yet laid down, nor the former sufficiently advanced to give any expectation of their being finished in any reasonable time.

Under these circumstances, we request the Lords Commissioners of the Admiralty will please to give us their advice and directions; first, whether it may be proper to offer to the Builders the great increase of price to 34 *l.* per ton, according to their first rough calculation; and, secondly, in the event of their refusal to build the ten ships on those terms, whether, from existing circumstances, there appears to be so urgent a necessity for the measure as to authorize our agreeing to the extraordinary high demand of 36 *l.* per ton.

We are, Sir, your very humble Servants,

A. S. Hammond. — Wm Palmer.
H. Duncan. — H. Harmood.
J. Henslow. — S. Gambier.
Wm Rule. — F. J. Hartwell.

(Attested)
R. A. Nelson.

William Marsden, Esq.

Gentlemen, Admiralty Office, 22d January, 1805.

Having laid before my Lords Commissioners of the Admiralty your letter to me of the 12th instant, relative to building ten 74-gun ships for His Majesty in the merchants yards, which by their order of the 18th ultimo you were directed to contract for upon the best and cheapest terms in your power; I have their Lordships commands to acquaint you, that the circumstances of the public service render it essentially necessary that ten sail of line of battle ships of that rate should be laid down and completed with as little delay as possible, and to signify their direction to you to contract immediately for building and completing that number of line of battle ships accordingly, upon the best and cheapest terms in your power.

I am, Gentlemen,
Your most obedient humble servant,
Wm. MARSDEN.

(Attested)
R. A. Nelson.
Navy Board.

(Secret.)

Sir, Navy Office, 31st January, 1805.

We request you will inform the Right honourable the Lords Commissioners of the Admiralty, that in conformity to their Lordships order, dated the 22d instant, we have contracted with the following Merchant Builders in the River, for eight seventy-four gun ships; distributed in the manner, and to be completed in the time respectively expressed against their names:

Mr. Wells	2	seventy-four gun ships,	3 ½ years.
Pitcher	2	- - - - -	3 ½
Barnard	1	- - - - -	3 ½
Dudman	2	- - - - -	3 ½
Brent	1	- - - - -	3 ½

It is, however, with much concern we have to inform their Lordships, we have not been able to prevail with the Builders to abate more than the fractional sum of eleven shillings per ton in the price they demanded for building these ships; they resisted every proposition made to them that fell short of the price we have at length agreed upon, which we are sorry to say is £. 36. per ton, exceeding the estimate which had been made by the Surveyors of the Navy in the sum of £. 2. 5*s.* per ton, after the most liberal consideration of the statements of particulars which had been delivered in by the Merchant Builders, and which statement we required of them, in order that we might ascertain the grounds upon which they demanded so great an increase of £. 10. per ton on the price at which some of them had tendered to build seventy-four gun ships in January 1803, but which tender their Lordships at that time did not deem it advisable that we should accept.

Notwithstanding the excess of price demanded by the Builders beyond the estimates of the Surveyors of the Navy, at first view may seem unreasonable, we cannot but acknowledge that it appears less so, when all the circumstances they have stated in vindication of their demands are fairly considered.

They represented, that they had nothing now to look to but the literal execution of their contract, having no expectation of any recompence, if in case of their fixing too low a price, they should sustain a heavy loss in the completion of the ships, which they could not foresee at the time of entering into the contract, and which might result from an alteration of circumstances during the time the ships are in hand; a consideration which operated with this Board, on the occasion of the loss which the builders sustained in building the six seventy-four gun ships contracted for in January 1800, when in consequence of the same having been proved to the Board, we had pledged ourselves to indemnify them to a

certain extent, but which the Lords Commissioners of the Admiralty did not deem it proper we should make good to them in any degree.

They represented, that for some time past the overseers employed in superintending the work, appear to be actuated by a different disposition to that which used to govern them, namely, a fair, reasonable, workmanlike principle, that had for its object the good of His Majesty's service, without oppressing the builder, instead of which they seemed now to be actuated too generally by a spirit of strictness, which gives rise to many difficulties and impediments in the execution of their contract.

They represented, that in justice to themselves and families, it must be expressly stipulated, that the certificate which has been invariably given by His Majesty's officers, of the ship being completed agreeably to contract, should be final on the part of Government, in order that they may not be subject to vexatious prosecutions years afterwards, as in the case of the Ajax.

They also represented, that the great provision we had made for furnishing the dock yards with a large stock of timber (in consequence of the exhausted state in which they had been of that article) must operate most powerfully to increase their difficulties in procuring their supplies, and consequently raise the price very considerably. At this part of the conference, one of the builders begged we would inform them if a report, which had reached them, was founded in truth, viz. that we had agents in the country employed with Government money, to the amount of £. 40,000. in purchasing timber of the next fall; if so, it would be impossible for them, without ruin to themselves, to undertake the contract which was now in agitation. We could have no hesitation, in answer to this question, to say, we had no agents employed in purchasing timber in the country; but as we wished to know the authority on which such a report was founded, we desired them to tell us from whom they obtained this information; in reply, Mr. Dudman, one of the Builders, stated, that he had received the information from Sir Thomas Troubridge, in order to put him on his guard in his transactions with the Navy Board. In consequence of it appearing to us, from what the Builders said upon this subject, that they might suppose (or at least make a plea of it hereafter, unless informed of the real state of the case) that the assistance we afforded to two of our principal contractors, to enable them to extend their purchases and deliveries to replenish our reduced stores, might operate to their (the Builders) prejudice, in their provision of timber for building these ships, we deemed it proper, confidentially, to inform them of the real nature of the transaction alluded to, viz. that we had no agent in the country employed in the purchase of timber on commission, but, that we had found it necessary to advance, by way of loan, at £. 5. per cent. interest, and on ample security, a sum of money, short, however, of what the Builders stated, to two of our principal contractors, to enable them to extend their purchases (beyond what their own capitals would reach) to a large quantity of timber which we had been informed would otherwise fall into the hands of the country dealers, and be applied to country purposes, which timber, or any other that they might purchase by the means of our loan, was to be delivered in under the terms of their existing contracts; but that the effect of this transaction was nearly, if not quite terminated, and at all events would, we conceived, extend in a very trifling degree to the ensuing fall; of which they appeared to be satisfied.

Upon this subject, it may now be only necessary for us to add, that the resolution of the Board to make the advance to the two contractors (to which there was only one dissenting voice) was made on the 20th July 1804; and the knowledge of the transaction the Board believed to be confined to the parties, to the Board, and two of their principal clerks, and to their Lordships, communicated by the Comptroller of the Navy to the First Lord of the Admiralty, who approved the measure.

Their Lordships will observe, that we have not, as yet, been able to agree for more than eight of the ten ships ordered to be contracted for; and, as an argument that the price demanded by the Builders though large is not unreasonable, we beg leave to call their Lordships attention to the circumstances under which Mr. Barnard and Mr. Brent have consented to contract with the Board; they are known to possess premises sufficiently ample, and adequate means and ability to enable them to execute our orders to a large amount, yet they would, on no account, undertake more than one ship each, upon the terms of the intended contracts.

We are, Sir,
Your very humble Servants,

(Signed) A. S. Hammond. H. Harmood.
H. Duncan. S. Gambier.
J. Henslow. F. J. Hartwell.
W. Rule. H. Legge.
W. Palmer.

P. S. Since writing the above, we have agreed with Mr. Adams, of Bucklershard, to build a seventy-four gun ship in three years and a half; which will be the subject of a future letter.

(Attested)
R. A. Nelson.

William Marsden, Esq.

XII.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Lunæ, 16° *die Maij*, 1814 - - - - - - p. 325

Mr. John Morrice.

Martis, 17° *die Maij*, 1814 - - - - - p. 336

Mr. Thomas Noakes.

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Ordered, by The House of Commons, *to be printed*,
18 *May* 1814.

XIII.

Select Committee on East India-built Shipping.

Mercurii, 18° *die Maii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *Henry Dawes*, Called in; and Examined by Mr. ADOLPHUS.

Mr. Henry Dawes.

YOU are employed in the yard of Messrs. Brent at Rotherhithe?—I am.

How long have you been employed there?—Four-and-twenty years as an officer, and seven years an apprentice.

What is the extent of their yard as to capacity of building?—They have seven slips for building ships; two double and one single dock.

For repairing?—For repairing.

Is the principal employ in Mr. Brent's yard building for the trade in general, or for the East India company and the Royal Navy?—The East India company and the Royal Navy.

In the course of the time you have been employed in this yard, did you ever find a difficulty in procuring oak-timber for the works you were carrying on?—No.

Were you ever delayed for the want of oak-timber of any sort or size?—Never; that is, we have always completed our contracts in the time we have taken them for.

To whatever extent those contracts may have been?—Just so.

In the course of the last twenty years how many ships have you built?—Seventy-six. For the East India company seventeen ships, 16,379 tons.

Measured tonnage?—Yes; Builder's measurement; other merchant ships twenty-seven—7,820 tons; King's ships thirty-two—21,831 tons, making a total of seventy-six ships, 46,030 tons. Here is a list of the ships and their names.

[It was delivered in and read as follows:]

SHIPS built by Messrs. BRENT, from 1794 to 1814, inclusive.

Year.	East India Ships.	Tonnage.
1795	Cirencester	1,438.
1796	Coutts	1,430.
—	Sir Stephen Lushington	609.
1797	Cuffnells	1,451.
1799	Marquis Wellesley	818.
—	Walthamstow	823.
1800	City of London	820.
—	Sovereign	633.
—	Ann	508.
1801	Marchioness of Exeter	820.
1802	Elphinstone	1,276.
—	Carmarthen	544.
1803	Lady Castlereagh	821.
—	Union	550.
1811	Marquis of Huntley	1,279.
1812	General Harris	1,283.
—	Bridgewater	1,276.

Mr. Henry Dawes.

Year.	Merchant Ships.	Tonnage.
1794	Nancy	65
1795	Oak	115
—	Goodwin Light	175
—	Eliza	90
—	Industry	120
1797	John and William	71
—	Valleyfield	20
1798	Sarah Christiana	557
—	Phœnix	574
—	Etingdon	383
1799	Delight	122
—	Augustus Cæsar	400
—	Jason	397
—	Camden	408
—	Caerwent	259
1800	Cumberland	261
—	Cæsar	581
—	Kirby	337
1801	Perseverance	388
—	Flora	308
1802	Simon and Bella	314
1803	Diligence	106
—	Nautilus	42
1807	Tyne	459
1810	Fanny	404
—	Somersetshire	430
1811	Colonist	434

Year.	King's Ships.	Guns.	Tonnage.
1794	Cormorant	16	422
—	Favourite	16	422
—	Alert	16	365
—	Albicore	16	365
—	Diana	38	998
1795	Caroline	36	924
—	Plumper	—	146
—	Borer	—	148
—	Curlew	16	313
1796	Racoon	16	313
—	Monmouth	64	1,438
—	Cameleon	16	313
1797	Lancaster	64	1,430
—	Endymion	40	1,238
1798	Gun-Vessel, No. 4.	—	158
—	- - Ditto - - - 5.	—	158
—	- - Ditto - - - 6.	—	158
—	- - Ditto - - - 7.	—	158
—	Ajax	74	1,953
1800	Advice	—	178
—	Express	—	178
1801	Bloodhound	—	184
—	Censor	—	184
—	Basilisk	—	184
1803	Illustrious	74	1,729
1804	Rein Deer	16	384
—	Convulsion	—	100
1807	York	74	1,743
1808	Achates	10	238
1811	Edinburgh	74	1,772
1812	Dublin	74	1,766
—	Benbow	74	1,771

During the last ten years what number of ships have you built?—We have built seven king's ships, and repaired six King's ships; we have built three India-ships, and four merchant ships; and have repaired four hundred and sixteen. *Mr. Henry Dawes.*

[The following paper was delivered in, and read.]

King's and Merchant Ships built and repaired by Messrs. Brent, from 1804 to 1813 inclusive.

Year.	King's Ships built.	King's Ships repaired.	Merchant Ships built.	Merchant Ships repaired.
	Number.	Number.	Number.	Number.
1804	2	4	-	53
1805	-	2	-	46
1806	-	-	-	42
1807	1	-	1	30
1808	1	-	-	34
1809	-	-	-	36
1810	-	-	2	38
1811	1	-	2	44
1812	2	-	2	47
1813	-	-	-	46
	7	6	7	416

Have you any account of the number of ships you repaired in the preceding ten ears?—I have not that account with me; I can produce it to-morrow.

Was the number in the preceding ten years in proportion to that of the last ten ears?—I think it was nearly about the same.

Are the men employed in your yard as shipwrights regularly-bred shipwrights?— have never employed any but what have served a seven year's apprenticeship.

How many apprentices have you now in your yard of your own?—Forty ship-rights apprentices.

Have the men other apprentices, besides those which belong to you as master of he yard?—Yes, they have, many of them.

When you build for Government, it is always under the inspection of an officer employed by Government, I understand?—Always; there is a resident overseer, nd the deputy Surveyor of the Navy comes twice a week regularly, during the uilding of the ship, and the principal Surveyor occasionally.

Is the quality of the timber used in your yard as good as can be obtained?—It is.

And the work as well done there as in the King's yards, or any where else?—Quite s well.

Do Messrs. Brent reside in their own premises?—They do.

See to and superintend their own business?—Mr. Brent has made every draught for the merchant ships that we have built since I have been with him, for thirty ars; I can speak to that; no individual has ever made a draught of a merchant ship t himself.

Therefore in general he superintends the business as becomes a man carrying on a usiness?—He does.

Has his stock of timber always been well kept up?—We have generally had a rge stock of timber and plank.

Have you purchased of late equal to your former purchases, or not?—No, not for e last two years.

What is your reason for declining purchases in the last two years?—No contracts.

Have you any account of the quantity of timber you have purchased and used r your own purposes in any number of years?—Yes; the timber received into our rd and used there from the year 1794 to 1813, both inclusive.

[It was delivered in, and read, as follows:]

Mr. Henry Dawes.

AN ACCOUNT of English Oak-Timber, Thickstuff and Plank, received in Yards of Messrs. Brent, from 1794 to 1813, inclusive.

Years.	Oak Timber in Loads.	Thickstuff and Plank - do.	TOTAL.
1794 - -	2,665	713	3,378
1795 - -	4,069	1,424	5,493
1796 - -	6,007	1,751	7,758
1797 - -	2,412	497	2,909
1798 - -	2,812	246	3,058
1799 - -	3,649	718	4,367
1800 - -	2,432	757	3,189
1801 - -	5,125	555	5,680
1802 - -	2,965	860	3,825
1803 -	361	58	419
1804 - -	940	221	1,161
1805 - -	3,273	554	3,827
1806 - -	668	206	874
1807 - -	1,885	187	2,072
1808 - -	4,278	387	4,665
1809 - - -	3,272	728	4,000
1810 - -	3,209	503	3,712
1811 - -	2,532	716	3,248
1812 - -	1,662	530	2,292
1813 - - -	38	59	97

Committee.]—Does that give the stock on hand at the first period?—No, it does not; I can furnish it if it is necessary.

Mr. Adolphus.]—Is the stock you have on hand now contained in that paper?—It is.

You have spoken of your shipwrights being all regular-bred men; can they easily resort to any other business if dismissed from the business of shipwrights?—I should think not.

Are considerable numbers of shipwrights out of employ at this time?—A great many indeed; a great many are applying to me as a parish officer for parochial relief.

As well those who have been employed in other yards as in your own?—Yes.

How long past have they been in the habit of applying to you?—During the time I was overseer; twelve months.

You ceased to be overseer in Easter-week?—Yes; but I have been acting since then for one of the overseers chosen.

Both before and since that time, they have been applying to you for relief?—They have.

Have they also applied to you for employ, or recommendation to employ?—Yes.

Has any considerable number of them found means of being employed in other trades, to your knowledge?—No; I have seen some few carrying deals.

As porters?—As porters.

But have you known any of them employed as house-carpenters or joiners, or in any other way?—None.

The Dublin I think was built in your yard?—She was.

She was a seventy-four?—A seventy-four.

Was there any thing particular in the manner of securing the beams of that ship?—They were ordered after the contract was taken to be secured in a way, the plan of which I have with me.

Whose plan is that called?—Mr. Peake's.

Is that draught of the plan which you have with you, one that was made by yourself

or sent from the Navy Office?—Sent from the Navy Office, with Mr. Peake's signature to each of the plans. *Mr. Henry Dawes.*

They were built according to that plan which was sent from the Navy Board?—They were.

[The following letters were delivered in and read:]

"Messrs. Brent, "Navy Office, 5th August 1808.

"Herewith you will receive a sketch for securing the beams of His Majesty's ships Edinburgh and Dublin, to which we desire you will conform "in building those ships, and acknowledge the receipt of the drawing.

"We are your affectionate friends,
"*R. Barlow,*
"*Wm Rule,*
"*H. Legge.*"

"Rotherhithe.

"Messrs. Brent, "Navy Office, 5th October 1808.

"The Lords Commissioners of the Admiralty having directed that the "frames of the seventy-four-gun ships building in the merchants yards, for "His Majesty's service, shall stand to season twelve months; we signify "the same for your information and guidance in respect to the ships building by you.

"We are your affectionate friends,
"*R. Barlow,*
"*Wm Rule,*
"*H. Legge.*"

"Rotherhithe.

(Copy)

"Messrs. Brent, "Navy Office, 23d January 1809.

"We desire you will use all possible expedition in completing the ships "named in the margin, building by you for Government, without letting "the two latter stand to season, giving a preference to those which are "most forward, and can be soonest launched, if all three cannot be taken "in hand at the same time. Edinburgh. Dublin. Benbow.

"We are your affectionate friends,
(Signed) "*F. J. Hartwell,*
"*Wm Rule,*
"*H. Legge.*

"Rotherhithe. (Attested) "*R. A. Nelson.*"

"Messrs. Brent, "Navy Office, 4th May 1809.

"Notwithstanding Letter of the 23d of January last, we desire that "you will cause the frames of His Majesty's ships Benbow and Dublin to "stand to season; but the works of the Edinburgh are to be proceeded on "with all dispatch.

"We are your affectionate friends,
"*Hen. Peake,*
"*H. Legge,*
"*T. Hamilton.*"

"Rotherhithe.

"Messrs. Brent, "Navy Office, 20th November 1809.

"The ship Dublin of 74 guns, which you are building for His Majesty, "having been in a state for seasoning since the 11th of March last, we desire "you will continue her in the same state until the end of the year 1810.

"We are your affectionate friends,
"*Wm Rule,*
"*H. Legge,*
"*T. Hamilton.*"

"Messrs. Brent, "Navy Office, 3d September 1810.

"The Lords Commissioners of the Admiralty having directed us, by "their order of the 1st instant, to cause the works of His Majesty's ship "Dublin to be proceeded with; we desire you will proceed with the works "of this ship accordingly.

"We are your affectionate friends,
"*F. J. Hartwell,*
"*Wm Rule,*
"*T. B. Thompson.*"

"Rotherhithe.

Mr. Henry Dawes.

Were they built at all under the inspection of the gentleman whose name is to the plan?—Mr. Peake inspected the work, and was perfectly satisfied with it; he expressed himself to me that the work did us a great credit; that it was done better than they could get the men to do it in the King's yard. He said to the resident overseer and deputy surveyor, that it did them credit also; the usual way of driving the bolts is with a maul; in this instance we had a machine to drive them, which took four or six men, that drove them much tighter and much better, and was very much approved by the surveyors. I can further state, that when the ship was under survey at Woolwich, I mentioned it to the builder there, and he approved of it, and said he should adopt the same plan.

Was this the surveyor who was employed to survey the ship?—Yes, he was surveying the ship, and the whole of the surveying officers were present.

At the time that these conversations took place, in what capacity were you attending those gentlemen whom you conversed with?—Having had a part of the superintendence of the ship while building, I was there officially on the survey.

Were they also there officially on the survey?—Yes.

Was it during that survey, and as part of the survey, that those opinions were expressed?—It was.

It was once under the inspection of Mr. Peake and Mr. Roberts, and other surveyors?—Yes; and another time when we delivered her up to government finally.

And upon both those occasions, those strong expressions of approbation were used?—They were.

How much timber and plank per ton, goes to the building of a 74?—About a load and a half.

Upon an average of all ships, from the smallest to the largest, what is the average quantity of timber and plank per ton employed in building them?—The question is very general, because I presume you take in vessels of a very small class; about a load and a quarter.

What is the reason of that difference between the building of a seventy-four, and the general average of building?—A different mode of construction; the ships built in the out-ports are built much lighter in their frames, shallower, and the planks much thinner in proportion to what the merchant ships in the river Thames are.

Are the other vessels also lighter or heavier than men of war?—Lighter—much lighter.

In the middle sized and small sized vessels, is any other timber employed than British oak in any part of them?—Elm is frequently employed.

Do you mean that elm is employed in parts of those ships, for which, in ships of war and East Indiamen oak alone is used?—No; I cannot say that is the case.

Upon the average of the whole quantity of shipping built in England, how much per ton is a fair allowance for repairs?—I cannot possibly speak to that question so generally as it is put; I can speak to my opinion as to our own consumption, and pretty accurately I believe.

In proportion to the sum in timber that you expend in building; how much do you expend in repairs?—About a quarter of a load to a ton, in proportion to the amount of the tonnage that we build.

Do you mean that a quarter of a load per ton per annum on your whole building, or a quarter of a load per ton upon a ship's whole duration, will keep her in repair?—Upon the ship's whole duration; that is, upon the amount of tonnage that we build, according to that statement I have made of the number of ships we have built, there has been a certain quantity of timber used in building them, to the extent of a load and a half per ton, and about a quarter of a load on that tonnage has done all the repairs of all that other number of ships that I have stated we have repaired during that period.

Is your meaning this; that while you were building tonnage to a given amount, your common course of repairing in the yard, for ships of various descriptions, amounts to a quarter of a load of timber for all the tons you are building?—Just so.

Therefore, if your building in the year were 2,000 tons, your repairing in the same year would be 500 loads?—Generally.

Is your yard so situated as to have more than its proportion of repairs with relation to its size and capacities over other yards?—No, I think not.

Is there any thing in the position of your yard upon the river, in its peculiar accommodations, or any other respect, that makes it draw to itself more than its share of repairing?—No.

Did

Mr. Henry Dawes.

Did you furnish Mr. Noakes with the number of the men employed by Mr. Brent, to make a return to the enquiries of this Committee?—I did.

From an actual inspection of your own books, and from your own knowledge of the subject?—I did; they were extracted by myself.

[*Cross-examined by Mr. Grant.*]

You do not mean to say, that in Mr. Brent's yard you only repair ships that you have built?—We repair more than we have built.

I find that in the same time in which you have built eleven Indiamen, and merchant vessels, you repaired as many as four hundred and fifty-one?—Yes; and eight King's ships besides.

Can you state any reason why you have repaired so great a quantity of merchant ships, in proportion to the number built?—It will occur, that there are the same ships in different years; many of the ships to make that sum total, are included in every year's account, for instance, our West Indiamen make a voyage, and sometimes two, annually, and then they come into dock; but they are only taken once in a year; if we repair the same ship twice in a year, in that account, which I have given in, it is only enumerated once.

The same ship is very frequently repaired over and over again, and that enters into the number of ships repaired?—As many times as she is repaired during the period.

The whole quantity of work done in your yard, in the way of repairs, must be much greater than that which is done in the way of building, must it not?—No, I think we have had more than our proportion of building.

Do you mean to say, more than your proportion?—More than in proportion; I think that the proportion of building, has been more than the repairs.

You mean to say, that upon the whole, you have had more men generally employed in the way of building than in repairing, is that what you mean?—I am not exactly prepared to answer that off-hand, without some further consideration.

Can you say generally?—I should think our men have been more employed in repairing during the time than in building; I cannot go into any accurate statement.

You repaired many ships that you have not built?—Yes.

I understood you to state the timber you have employed in building ships, has been to the timber you have employed in repairing, as about a load and a half to a quarter of a load?—Yes, a quarter of a load in repairs to a load and a half in building.

Can you state at all, how much a ship is likely to take of timber in repairing, during her whole life, per ton?—No.

How often upon the average is a ship repaired during her life; a good ship built in your yard?—They are generally docked every voyage they make, except West Indiamen, who run perhaps two or three voyages without coming into dock; where their voyages are short, that happens on their first voyages.

On an average, do you conceive that they are repaired once a year or oftener?—I think my answer to the former question comprises that, because it depends upon the number of voyages they make.

On an average, do you conceive that they are repaired once a year or oftener?—Less.

Seldomer than once a year?—Yes, seldomer than once a year.

Then in ten years, eleven ships would not be repaired so often as 110 times?—Certainly not.

Therefore if I understand right, where you have built eleven ships, you have repaired forty-four?—I cannot answer that question directly, it requires a calculation to do it.

I do not perfectly understand how you can have used so little timber in repairing, in proportion to what you have used in building?—Many of the ships that are stated there as repaired, did not take a bit of timber in the repairs of them.

Can you state any reason why no Indiamen came to be built in your yard, between the years 1803 and 1811?—In 1803 I think we built two ships.

In the years 1804, 1805, 1806, 1807, 1808, 1809, and 1810, there appear to have been none built in your yard?—I believe there were one or two ships that we built during that time that were taken into the service, I am not certain whether

Mr. Henry Dawes.

the Sarah Christiana was before or subseqent to that, I rather think it was previous to 1804.

Were they built by you for some other purpose?—They were built for general purposes, and taken afterwards into the East India company's service.

Committee.]—Were they built on speculation?—No, they were not built on speculation.

Mr. Grant.]—Has that happened in other instances, that ships built by you for other purposes, have afterwards been taken into the East India company's service?—No.

Those are the only instances in which it has happened?—Those are the only instances.

In or about what year were those ships taken into the Company's service?—I should think the Sarah Christiana was taken into the service about the year 1804, but I have no certain information; the Tyne was at a more subsequent period, about 1809 or 1810.

Do you consider your building for the East India company as having fallen off of late?—Yes.

Within what period?—From 1804.

You are aware, I presume, that in the year 1812 you built for them a greater quantity of tonnage, than in any former year mentioned in your account?—No, I should think not.

In 1812 the tonnage built for the Company is 2,559 tons?—Two 1,200 ton ships I think.

And in the year 1796, the next greatest quantity of tons appears by your account to be 2,039?—It appears so on the face of the paper delivered in, but we had in the year 1795-6 two 1,460 ton ships, and a ship of 600 tons; that paper has reference only to the time of launching.

That was a rare instance, I presume, in which you had two 1,400 ton ships?—No, I think not, of 1,400 ton ships, it is the only instance of our having two at one time.

Was there any other year in which you built so much tonnage for the Company as in the year 1812, except the year 1796?—Yes, I think in the year 1802-3, which may be stated to be 1802, we built a ship of 1,276 tons, one of 821 tons, one of 550 tons, and one of 544 tons; they were all building at the same time, but launched in the two periods.

I believe the year 1796-7 and 1802-3, were years in which an extraordinary quantity of tonnage was built for the Company?—I cannot speak generally, only to our own yard.

Has not your building for the Company in 1812, been above your average annual building for the Company for years past?—One of those ships, though completed, I think was launched in 1813.

Has not the building for the Company in 1812, been above your average annual building for the Company for years past?—Yes, taking the whole number of years, including those years in which there has been no building, on an average we have not built two ships of 1,200 tons annually.

How long have the shipwrights you spoke of in your examination in chief, been out of employ?—From the beginning of the year 1813.

To what circumstance do you ascribe the diminished demand for ship-building in your yard?—To the employment of ships in the Company's service built in India.

How many ships of that kind do you conceive the Company to have employed, within the last ten years?—I have no certain means of information, only from observing whenever fleets came home that there is an account constantly of country-built ships along with them, and seeing the accounts that are published of ships building in India.

Is it your notion that a considerable number of India-built ships have been employed by the Company within that time?—I should suppose there was.

As many as fifteen or twenty?—I should think double the quantity; I think we have had several of the ships under repair in our yard.

I believe you are giving your evidence as fairly as possible, but you have, I conceive, no means of information upon that subject beyond loose guess or very general observation?—The ships built in India that have come under my own observation

in

Mr. Henry Dawes

in repairing, I know something of, certainly; but as to a general information, I cannot speak.

Am I to infer that a considerable number of India-built ships that have come to this country, have been repaired in your yard?—Several have.

Can you state whether any of the shipwrights who have been thrown out of employment in the merchants yards, have been received into the King's yards?—I do not know it of my own knowledge.

Are you able to say whether shipwrights employed in any particular private yard on job-work, at the same time work in any other yard?—I know of no instance of it; I should not permit it in our employ.

What means would you have of preventing it?—We have the same controul over the men in this as in any other instance.

You state yourself to have experienced no difficulty in procuring supplies of timber upon any occasion when it was wanted?—Never; we have always found timber sufficient to complete the contracts in the time we have had them for, and never been behind it.

You have established connections who have always supplied you lately on demand?—We have.

But have not now?—For the last two seasons we have declined purchasing.

Has any been offered to you in the two last seasons?—There has been a considerable quantity offered to us to my knowledge, but as the timber does not come regularly through my hands, not receiving the offers of timber, I cannot speak to it in the correct way in which I should wish to give all my answers.

Can you state how long elm has been employed in an increased quantity, in the fabric of ships?—The first instance that I knew of its being used in any considerable quantity, was in the gun-boats built for Government.

At what time?—In 1798.

Has elm been employed in the construction of ships of the line?—Not more than it always has been.

Has there been an increased use of other kinds of wood than oak in the construction of ships of the line of late years?—Not to ships of the line that are built in merchants yards.

Has oak timber, of late years, been saved in the construction of ships of the line built in the merchants yards?—I think it has considerably.

Will you reconcile that with your former answer?—Because timber of a different description has been used in the construction of ships than was formerly; the shift of timber is shorter.

Oak timber?—Oak timber; I am speaking to the shift of timber; and plank is shorter considerably.

That is, where an entire piece used formerly to be used, you have it now in parts?—Yes; and it is got much easier in quantity, in consequence of that.

How long has that practice prevailed of piecing together timber, where it was formerly used entire?—About seven years.

It was, I believe, in order to save the quantity of timber?—It has had that effect.

Was it not in consequence of the high price of large timber, that it was first introduced?—I cannot tell the motive that influenced the Navy Board to adopt that regulation.

In what parts of the ship particularly has this change in the manner of using timber taken place?—In the frame and in the whole of the plank of the ship.

Has it made any difference in the quantity of work employed on the building of a ship?—No.

Does it make no difference in the quantity of work, whether you put together two pieces of timber, or use one which is entire?—The expence to the builder will be no more in the workmanship in one instance than the other.

Will you just explain why?—The timbers are so much shorter, the sawyer has so much less for cutting them; he cuts the same quantity of timber for the same money.

Has as much crooked timber been employed lately in ship-building as formerly?—No; from the reasons I have stated, there has not.

Has it not been more difficult of late to procure crooked timber than formerly?—It has not been so difficult to procure timber for seventy-fours latterly as it was formerly.

Within what time?—Within the period I have stated; seven years.

Mr. Henry Dawes.

You do not mean to say, that there has not been a greater difficulty in procuring large timber; but that by making small pieces do where large were formerly used, there has been an economy in the use of timber?—The timber now is used, but the shape of it is different.

It is not crooked timber you mean?—Yes.

Therefore I infer there has been an increased difficulty in getting crooked timber; but you say it has not been so necessary as it formerly was?—It has not been so necessary.

Has it been customary, in Mr. Brent's yards, to keep a great quantity of large timber on hand?—It has.

Upon an average, how many ships of the line could be built of the timber he has had at any one time on hand, and not directly engaged?—One ship of the line in timber, and two in plank.

Have you calculated that exactly, or do you speak from conjecture?—I speak from pretty correct information, having regularly, for the last twenty years, taken our stock annually myself.

Do you mean to speak of the stock they have had on hand, independently of a reference to any particular contract into which they may have entered?—I speak of our forward stock.

The stock not engaged by any particular contract?—Stock not engaged; because we have always bought, till latterly, prospectively.

At any period of the twenty years of which you have spoken, supposing you had received an unexpected order to build a seventy-four-gun ship, could you have done it with ease from the stock of timber on hand?—In the usual times we have had for building them, we could.

What do you mean by the usual times?—The times we usually contract to build those ships in.

If you have actually a stock of timber on hand sufficient for the building of a seventy-four, I cannot conceive how the time of building can enter into your answer?—My first answer will be found correct, though not applying exactly to this case; because that went to the quantity, but not to the quality, whether it was applicable all of it for a seventy-four; still my answer is correct, because I answer you to quantity, without a reference to its being applicable; it would not be all applicable to a ship of that description.

You mean to say, that when you talk of a quantity of timber equal to the building of a seventy-four, you do not mean to state it as all large timber fit for building a ship of that size, but that it is equivalent in quantity to what would build a seventy-four, if you had it in the yard to build?—Certainly.

Then you do not mean to state that of large timber you have always had on hand a stock sufficient for the building of a seventy-four?—No, not always, certainly.

Have you any means of stating what stock of large timber you have had at any period of the twenty years?—Our purchases were made prospectively, in contemplation of the work we might have to do.

I understand that you cannot state what quantity of large timber you had on hand at an average through the twenty years?—I can furnish the Committee with the number of trees which we have had during the twenty years, because I have the contents of the whole we have had during the period.

In providing timber prospectively, it has not been your custom to provide a great quantity of large timber?—Yes, I think it has, because the greater proportion of our building has been large.

Not to keep such a stock of large timber as would be necessary for a seventy-four?—Not a seventy-four exactly, but a seventy-four and a frigate, and vessels of that description; taking one under the other, I believe it will be generally found that where we have built a large ship, we have built a small one.

Then a part of your provision on hand, has always been for the building of smaller ships?—We are obliged to take a quantity of timber generally, in the way we purchase, of a size under what will do for seventy-fours; and it is that which we apply, from that circumstance, to the building of smaller ships.

It has been your custom to provide an assorted stock of timber of various sizes?—We have generally bought large timber; but we find among it a quantity that we are obliged to apply to the building of small ships.

Have you found timber merchants ready to supply you with large timber alone, and unmixed with some of the smaller timber?—I do not believe, for the last ten years, we have made an engagement to take a tree under forty feet.

You

Mr. Henry Dawes.

You do not call that large timber for building ships of the line?—There is a proportion of it will do.

Can you easily alter the size of a ship, so as to build a larger ship upon it than it was intended to build?—No, not easily.

Where would be the difficulty of enlarging a ship?—In a small ship, in the first instance, I should suppose the ground ways were only proportioned for the building of small ships, and of course would be inadequate to support the weight of a large one.

What time would it take to alter a slip, so as to build a ship of a larger size?—It would be very expensive; I know Mr. Brent has been put to a great expense in doing a thing of the kind.

It would not be difficult, I apprehend, to build a smaller ship on a slip than it was capable of receiving?—Certainly not.

[*Re-examined by Mr. Adolphus.*]

You have spoken of repairing ships in your yard, which amounts to an average of about forty in a year?—Yes.

The same ship going and returning frequently within ten years?—Just so.

Would all the repairs you have had to do, retain the number of men you have had, if the building of large ships was taken away from you?—Certainly not.

Would any probable increase of it that you can foresee, produce that effect?—No.

You speak of having repaired some of the India-built ships; can you say how many you have repaired of them?—About seven or eight.

Seven or eight several ships, not the same ships returning?—Seven or eight distinct ships in all.

Within what time?—About ten years.

Did they want repairs any thing like what Indiamen built in London would have wanted?—Certainly not.

Do they then present any considerable amends by the repairs, for the want of building them?—By no means.

You have been asked as to ships built by you for general trade, which have been taken into the Company's service; they were extra ships, I believe?—Yes.

You mentioned the Sarah Christiana and the Tyne, as two to which that happened within your knowledge?—Yes.

Do you remember two ships named the Ann and the Sovereign?—I think I have included those in my list of Indiamen, and therefore did not name them.

With respect to the ordering for ships to be built, do you receive them from the East India company direct, or from the owners of the ships?—From the owners of the ships.

The owners make their proposals to the East India company, and then the owners come to you and give the necessary orders?—Just so.

Is it therefore, that your having more or less India shipping to build in one year than another, depends upon your connection with the owners?—Most assuredly.

The owners who have had ships to build from the year 1803 to 1811 may not have been in the connection of Mr. Brent, but have had their business done elsewhere?—I believe that is the case.

In 1812 you appear to have launched several ships for the use of the East India company?—Just so, two large ships.

How long before might they have been put upon the slips?—About fourteen months.

You were asked about the Indian-built ships, and you say you do not know the number that may have been in this country; have you seen a considerable number?—Yes, I have.

Have you seen the basin of the East India company's docks lately?—No.

How many is the most you saw there at any one time, do you recollect?—I am not much in the habit of going there.

Was it within your observation, as the overseer of the poor, that the number of the shipwrights on your hands for relief was much diminished within the last fifteen months?—By no means; an increased number of applications were made to me last evening, very painful indeed to my feelings, men that I respect highly.

Are they men you have known maintaining their families in an honourable way, and who were above applying for relief to any body?—Yes.

Mr. Henry Dawes.

If those have received any relief from employment in the King's yard, it is without your knowledge, and very lately?—Just so.

[*Examined by the Committee.*]

These ships the Ann and Sovereign are included in your list?—Yes.

They are not in the three ships built within these ten years?—No, they are not.

They were extra ships?—Extra ships going their regular number of voyages, and in the service now.

The ships used formerly only to go four voyages?—That was before my time.

Afterwards six voyages?—Yes.

And now they go eight voyages?—Some of them do.

Is not that a reason for there being fewer built?—A very small proportion I should think go eight voyages.

Supposing 30,000 tons to go eight voyages, what effect would that have?—I can only speak to the number of ships we have in our regular employ fitting at our yard.

If there are 18,000 ton of those ships going the eight voyages, would not you think that must have affected your building for the last four years?—In a small proportion.

That 18,000 ton of shipping must have been building now, or built, if they had only gone six voyages?—If the Company employed the same quantity of shipping, they must have had them somewhere or other.

And you most likely would have had a proportion of them?—It depends on the circumstances of connection entirely.

They must have been built in England, or somewhere?—Latterly they have been building in India; we have had two ships, in the last year, of 1,200 tons come through our hands that were built in India, and others might have been built there too.

But those 1,800 tons of shipping would have given you some employment, if they had been built here?—Certainly they would.

Do you consider the building of ships, or the repairing of ships, as most profitable?—I cannot answer the question.

You do not keep the Accounts?—No.

You have stated that ships come to be repaired once a year on an average, or seldomer; the East India ships do not come in once a year?—No.

In what time do they generally come in?—According to the length of time in which they perform their voyage; I think about two years.

You have stated that the decay of trade had arisen from the not building the ships for the India trade upon these accounts; it appears there are certain years in which you built no ships for the East India company?—There are.

1809 is one of those years?—It is.

And the number of men employed during the year 1809, exceeds the number you have employed in any year since 1803?—It may, but those accounts are not made but from facts.

The Committee wish you to explain that?—We had in 1809 three seventy-fours building, that of course will account for a greater number of workmen at that period.

From what time has the trade declined?—From the beginning of the year 1813.

And you had none of the King's ships built during that year?—Only in the way I have stated; we had one till February on the slip; she was kept in consequence of the season of the year; she could not be launched on account of the ice in the river.

Was not it as much owing to the want of building for the King's service as to the want of building for the India service, that your trade has declined?—It was conjointly.

You considered your trade as prosperous in the preceding years to 1813?—Yes, we had generally a pretty even quantity of business previous to that time.

In the years 1812 and 1811?—In 1811 and 1812, we had Indiamen and seventy-fours building.

In 1810, 1809, and so on, did you consider it as prosperous then?—In 1809 and 1810 we had seventy-fours.

Between

Mr. Henry Dawes.

Between the years 1803 and 1811, you built no India ships?—From 1804 to 1811; in 1803 we did build, but in 1804 we built none; in 1810 we were building, but the ship was not launched till 1811.

Then from 1804 to 1810 you did not build?—We did not.

Then if the prosperity of the trade depends upon the building of India ships, how came you to state those as years of prosperity when you built none?—I am not aware that I have stated those years to be years of prosperity.

Do you mean to state that in the years 1807, 1808, 1809, and 1810, your yard was not in full employment?—Not in building.

Was it not in full employment?—No, it was not.

Then if it was not in full employment, the Committee wish you to explain how it came in those years the greatest number of men appear to have been employed?—We built a seventy-four during that period, and our repairs, I presume, must have been greater in those years, in consequence of the number of workmen; those are the years in which the two ships were doubled to go the two additional voyages.

Then the employment of your yard, and the number of men employed, did not depend upon the building of East Indiamen, in those six years?—We had not so much work in consequence of not building them in that period; we had the capability of doing it.

But still you had more work than either in the preceding or subsequent years?—We had more work in repairs.

You had more upon the whole?—No; we had more in repairs.

You had more upon the whole?—No, not more on the whole.

Then how came you to employ more men?—Because we had more work in repairs.

Do repairs require more men than building, to do the same proportion of work?—It frequently does; I can state instances wherein we have repaired Indiaman for a particular purpose, which must be done by a particular time, or else they would lose their voyage; of course then we are obliged to employ more men during that period; we have had one gang of hands working in the day-time, and another gang working in the night.

The number of men you employ is in proportion to the work you have to do?—Just so.

Then when you employ the greatest number of men, is not it because you have the greatest quantity of work to do?—No; when we have ships to repair in a very short period we are obliged to employ a great many more men to do that work than would do the work in the regular course of business; therefore on that account we have a great many more.

Do you mean to state, that that pressure has existed for six years together?—Not constantly during the whole of that time.

You employed one hundred and ninety shipwrights in March 1804, and in Jun following three hundred and eighteen were employed, making a considerable difference; where was that increased number of shipwrights in the latter month found?—When we have work come in they generally attend to seek for employment, and if I know I have work that it is probable I can employ them on, I state it, or that it is likely I shall have an increase in a week's time, and shall want as many of them as I can get.

There are always a sufficient quantity unemployed, to meet any great pressure that may arise?—We have always found men to do any work we have had to do.

Then it is not to be inferred from a number of shipwrights being out of employ at a particular moment, that there is a general decline in the trade?—I think it is evident, from a cursory view of the yards, that there is no employ in them.

Is it to be inferred from a number of shipwrights being out of employ at a particular moment, that there is a general decline in the trade?—I think the question is so vague I cannot answer it; it is not definite in any point of view that I can see.

You have stated you have always found that when you have had a pressure of work, you could find a number of shipwrights to undertake it?—Yes; I state so again.

Then you are asked, whether the circumstance of a number of shipwrights being unemployed is a proof that the trade has generally declined?—If the Committee will state a number, I can answer the question, otherwise I cannot.

You have spoken to the building of the Dublin?—Yes; there is one fact I should like to state respecting that ship; that she was built under a most severe and minute inspection; that we were told we were paid in good and perfect money, and we

Mr. Henry Dawes.

should put in good and perfect materials; and never was a ship built under so severe an inspection as that ship was.

Did any accident happen to the Dublin in launching?—None at all.

Do you know of any particular accident that did happen to her?—I know nothing of her after we delivered her up to Government at Woolwich Yard.

You know nothing of her return to port, and the state in which she returned?—I know when surveying the Benbow at a subsequent period, and they were putting additional security to the beams, it was stated it was in consequence of the failure of the plan of securing the Dublin's beams to the side.

Do you know any thing of the state in which she returned?—I know no more than that.

Do you know of any other ships that were built on the same plan, beside the Dublin and the Benbow at the same time on the same plan?—No.

You have stated you always had a sufficient quantity of timber in your yard, for building a 74 before hand; was the Dublin built of timber which had been lying in your yard before hand?—Your question is answered by a previous explanation that I made.

Then the Committee are to understand there was not sufficient to build the Dublin, on hand, when you commenced her?—We took two ships, the Dublin and the Edinburgh to build at the same period.

And you had not stock enough to build them?—No, not in the yard; we took subsequently another 74, the Benbow; we took three ships at the same time.

Where was the timber when you took those ships with which they were built, or was it out in any body's hands, or was it actually growing in any of the forests?—I cannot say.

Do you know that any part of it was seasoned?—The ship was seasoned.

Do you know whether any part of the timber was seasoned?—You must define what is meant by seasoning before I can answer the question; there is so much difference of opinion on that subject that I cannot answer without a qualification to my answer; the Dublin's frame stood to season a longer period than ever we had a ship stand to season before.

Was any of the wood seasoned before you commenced the operation of building those ships?—I have stated we had a stock equal in quantity to build a 74, though not all applicable; whatever proportion of that stock went into that ship must have been what you term seasoned timber.

How long had that been upon hand?—I cannot say.

And yet you know that it must have been seasoned?—I should like to give an answer correctly to the Committee; if you mean seasoned timber in the log, I do not know any thing of the kind. I do not know of any period; nor have I heard of any period that would fix a data when you should call it seasoned timber.

Do you know that the wood which was employed in building those ships was cut down before the contract for building them was commenced?—A proportion of it was.

What proportion?—Going to the two ships, I suppose one half, or we could not have got them done to stand to season according to the terms of the contract, in the proper time. I beg it to be understood, if I have answered any question improperly, it is because I have not distinctly understood it; my intention was to give a direct answer to every question put to me.

Was there any timber used in those ships without the approbation of the Surveyor?—None at all.

You have been in the habit of attending surveys of ships?—Constantly, since I have been in the employment of Messrs. Brents.

The Surveyor has the power of rejecting timber that is improper?—He has, and has exercised it on those ships in a most arbitrary manner.

Does that power go to rejecting timber, except for being defective?—Yes, it does.

Did you ever know any rejected because it was not sufficiently seasoned?—No.

Can you tell by the inspection of a piece of timber, whether it has laid for a considerable time to season or not?—I should consider that I was capable of judging whether a tree had been a considerable time cut down or not.

And see whether it is in a state of season?—The Navy Board to season the ships, appoint a time for them to stand, after the timbers are all cut; of course they know that there must be some timber used that is only recently felled.

Between June and September 1811 the difference in the number of shipwrights employed

employed being greater in the latter period by more than 200, where do you suppose those shipwrights came from?—From the different yards about the River. *Mr. Henry Dawes.*

But the Committee observe also, that there was an increase in nearly all the other yards, and a decrease in none of them that would amount all together to 50, how do you account for that circumstance?—I cannot speak to any but our own yard; as to the general state of the work, as far as our return goes, I will give every explanation in my power.

It appears by this paper you employed 210 shipwrights more in September than in June 1811; you were asked, where do you suppose they came from, and you say from the other yards; it appears on the same paper, by the statements from the other yards, that cannot be the fact, because they did not discharge that number of shipwrights, but rather increased the number; how do you explain that fact?—There are men employed in repairing ships in a considerable number, that do not come into that general statement, that are at work independently of the principal builders on the River on their own account; there are a number employed on the Surrey Canal, and on ways.

What do you mean by ways?—The shores of the river.

And those persons are regularly apprenticed shipwrights?—Otherwise we should not employ them.

Have you had numerous applications lately for work?—The men see by coming to our yard whether we have work or not.

You have mentioned applications you have had for relief?—I have.

Were those principally from persons who had worked in your yard?—Principally from persons who have been employed in our yard.

From persons employed constantly in your yard, or occasionally on those ways?—Constantly in our yard.

What criterion should you take in order to form an opinion of your own, as to the quantity of work at any time going on in your yard?—The quantity of work we have done, from our foreman's books, and the different books in the yard.

How would you bring all that together; in money do you mean?—No, I do not have the means of seeing that; but I have the quantity of work and materials used, and number of men employed.

Is there any better criterion than the number of men employed?—Yes, it very frequently being the case that we do work in a great hurry, and we employ more men than is necessary in consequence of it.

In those cases, do not ship-builders receive additional remuneration for doing the work in a hurry?—I do not suppose they do; I do not suppose they make any extra charge for doing work in a hurry; the work becomes more expensive, because we employ more men to do that which a longer time would enable us to do with a less number of men.

You know nothing of the other yards, besides Messrs. Brent's?—No, I have been employed in no other yard.

Has any increase taken place in that establishment, since you have been connected with it, in the size of the establishment, or the number of slips?—Yes, we have increased the number for building large ships, and decreased the number for building small ones. Messrs. Brents converted two small slips into one large one, which has never been used since.

Do you recollect the date of that?—No, I do not.

Was that done in contemplation of the increased work of Government, or not?—No, I should think not.

Jovis, 19° die Maii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. Cornelius Trufitt, Called in; and Examined by Mr. ADOLPHUS.

WHAT are you in the employ of Mr. Mestaer?—I am clerk to Mr. Peter Everett Mestaer. *Mr. Cornelius Trufitt.*

Has he an establishment on the Thames for building ships?—He has.

To what extent?—We have three slips for building new ships, one double dock, and one single dock for repairing ships.

Mr. Cornelius Trufitt.

How long have you been in that gentleman's employ?—Twenty-four years.

How much of that time have you been clerk?—I have been twenty-one years clerk.

And the other three a working shipwright about the premises?—Yes, a working shipwright in my apprenticeship.

Did you furnish the documents from which a list of men in Mr. Mestaer's yard was to be made out for this Committee?—Yes, I did.

Did you furnish them from sources within your own knowledge?—Yes, the whole of it.

And therefore you know it to be correct?—I know it to be correct; in fact, being there the whole time, I was thought the person most proper to furnish the documents.

In the last eleven years, how many ships have you built at your premises for the East India company's service?—Three ships.

Of what sizes?—Two of 820 tons each, and one of 600 tons, that is 2240 tons altogether. The 600-ton ship was called an extra ship, but taken up for six voyages.

The first two were regular ships?—No, the first, 820, is regular, the next is in 1804 a 600-ton extra ship.

But taken up for six voyages?—Yes, and the other 820-ton ship was regular.

How many ships have you built in the same time for the general merchant service?

I include the year 1803, which makes eleven years; there were nine ships in the eleven years.

What is the aggregate tonnage of the whole?—4,306 tons, including the Indiamen.

Was the extra ship built upon orders, or was she built on speculation?—She was built on speculation, and taken up by the India company before she was launched, for six voyages.

Committee.]—Neither of the others were built on speculation?—No.

Mr. Adolphus.]—What was the first of the six other ships that you built?—The Thames of 376 tons; the next was the Prince George of 415 tons: the third was a small vessel of 99 tons; the next is two ships of 208 tons each, the other is in the year 1812, 415 tons.

From the year 1790 to the year 1803, that is in the preceding twelve years, how many ships did you build for the East India company's service?—In the space of time you mention, from 1790 to 1802, there was one small ship for Government, a sloop of war.

Of what tonnage?—363 tons.

How many ships for the East India company's service?—One regular ship.

Of what tonnage?—610 tons, and two extra, of 406 and 542 tons, or thereabouts.

Any other ship for the East India company's service besides the three you have mentioned?—No other.

Were those extra ships built on contract, or on speculation?—One was built on speculation, and the other was built with a view to be an extra ship, from the original.

Committee.]—Was it contracted for by the Company?—No.

Then it was a speculation of the Owners?—Yes.

Mr. Adolphus.]—You say that one was built on speculation, and the other was intended for an extra ship from the beginning, what is the distinction; did any person employ you to build?—No, it was a speculation of Mr. Mestaers.

What was the other?—The other was a speculation of his own, with almost a certainty she would be taken up by the Company; and before she was finished she was taken up by the Company, and was then put under the inspection of the Company's officers.

How many ships in the same time have you built for the general merchant service?—The number of ships altogether is 23.

Do you mean besides the Indiamen you have mentioned?—I mean besides the Indiamen.

There were 23 ships, besides the four you have mentioned?—Yes.

Do you include the year 1790?—Yes, the year 1790 is included.

What was the aggregate tonnage of those ships?—Taking away the sloop of war and the Indiamen, the tonnage is 7,007 tons.

In

Mr. Cornelius Triffitt.

In what manner has Mr. Mestaer procured his timber for building and repairing; has he engaged it in the country or bought it in the market?—He has bought it from the timber dealers who come round and make offers of the timber.

The growers do you mean?—Not the growers; a kind of middle men, the timber merchants.

Have you ever found any difficulty during the time you have known the yards, in obtaining any timber you wanted?—We have never found any difficulty, we have always had as much offered as we wanted.

[*Cross-examined by Mr. Grant.*]

Is your slip capable of building a ship of the line?—No.

Could you alter it, so as to make it build a ship of the line easily?—The ground has been measured; and in my own opinion, it is more than we could cleverly manage to build a ship of the line.

From want of length?—From want of length from the street to the water-side.

Has the number of men in your yard varied very considerably at different times?—Yes, there is a variation; there is a variation from one month to another, except when we are building new ships.

Supposing you have a great demand at any one time for a number of additional shipwrights; do you easily procure them?—We have never found any want.

Supposing there is a general demand for ship-building in all the private yards; do you know whether there is any difficulty in procuring shipwrights?—Would you go so far as to say, if every yard was as full of work as it could be?—Yes.—My answer will be a mere matter of opinion; I should suppose there would be a difficulty in procuring men.

At times when there has in fact been a great demand, without supposing that very strong case you have put, has it come to your knowledge that there has been a difficulty?—We have never found any difficulty in the yard I belong to.

Then supposing an idle period; what becomes of those men that are called into work, in times of demand, how do they employ themselves?—They bear it with patience, I believe, at least at the present time they do.

But in times past, in general, how have they employed themselves when work was slack?—They work for as many days as they can, and walk about the remainder looking for more; a man is not tied to a yard, he will work one week at one yard, and one at another; perhaps he may be sometimes a month upon a job.

They will go to the private yards, and in the same way to the King's yards to look for work?—Yes; numbers have entered into the King's yards.

Are there any employments about the river except ship-building, to which they have betaken themselves in time of slack work?—None that I know of.

At what periods have you built the three Indiamen of which you have spoken in the last eleven years?—The first was in the year 1803.

Was that one of the 820-ton ships?—Yes, it was; another in 1804, and the last Indiaman was in the year 1809.

Of the Merchantmen you have mentioned, did you build the greater part in the former half of the eleven years, or in the last half?—In the last half, the greater quantity were built; in 1803 there were 370 tons; in 1806, 415 tons; in 1810, 99 tons; two ships in the year 1811, 671 tons; together in 1812, 415 tons; that is the last.

Committee.]—You built nothing in 1813?—Nothing in 1813.

Mr. Grant.—What is the largest sized timber used in a ship of 800 tons?—About 100 feet.

What do you mean by 100 feet?—Two loads.

Is there much of that large timber in a vessel of that size?—The chief part of it does not run quite so large.

Have you ever employed foreign timber in your yard?—To cut into planks; the ribs of a ship are always English oak.

Do you use any foreign timber in the frame of a vessel?—None whatever.

Do you use any other descriptions of British Wood besides oak, in the construction of vessels lately, more than you did formerly?—No.

Has not there been an increasing use of elm for example, or other kinds of wood besides oak?—No; we generally put a small quantity of elm-plank in a ship's bottom, that part next the keel.

Mr. Cornelius Trufitt.

Was that always the practice?—Yes, always.

Committee.]—The keel itself is elm?—Always elm; and we were always in the habit of using Dantzic plank in that part which comes under water when she is light, ever since I remember the trade.

When you say you have found no difficulty in procuring timber, you certainly do not mean to say the prices have not been very high of late, or within ten years?—Within the period of twenty years the prices have got up amazingly, seventy or eighty per cent.; the rise has not been so rapid in the last ten years.

Can you state what the increase of price per load has been in twenty years?—Going back to the year 1790, timber I could have bought then for 5*l.* a load, I could not have under 8*l.* 10*s.* or 9*l.* now.

Committee.]—Do you mean to say it was 5*l.* a load in 1790?—Yes, as nearly as I can recollect.

Did you ever pay that for a load of timber?—Yes.

Timber that was not picked?—It might have been picked timber for that price.

You do not mean to say the ordinary price of timber was so high as that?—No; because I am mentioning the superior price in both instances.

Mr. Grant.]—In an Account that is before the Committee, I find, that oak which in the year 1795 cost 4*l.* 10*s.* per load, cost 9*l.* in the year 1811; has any thing of that kind fallen within your experience?—That is a hundred per cent. certainly I cannot speak to shillings.

I do not find on looking at your return of the number of persons employed in your yard, that that number has varied exactly as you have had Indiamen to build or not; do you apprehend that the number of men you employ depends on building Indiamen?—The building of Indiamen employs many men; probably at the time of that return we might have had no old work, and therefore the whole of the men might have been on new ships; I cannot discriminate that, but that was the number employed.

You sometimes have full work when there is no Indiamen building, I apprehend?—If we have two new ships building, and two ships in both docks, that would be very fair work, but it would not be very full; we have three slips, and two docks holding three ships, and full work would be when the whole could be occupied; two new ships building, and two ships in dock, that I would call fair, I should not find fault with that.

I perceive 127 men have been employed in your yard when there was no Indiamen building, that is in the year 1808; and that only 64 men were employed in 1804, when there was an Indiaman of 620 tons building?—It arose from having two or three heavy repairs in the early part of that year 1808; we almost rebuilt one ship for the East India company's service, she was nearly new, I believe, from the water-edge up; there was a large repair on a West Indiaman also in the early part of that year.

Do you reckon you have had as much to do upon the whole on repairs as in building?—A great deal more; the building has been nothing for this last few years.

But you do not find that upon the whole, the number of workmen employed in your yard has fallen off within the last few years?—Yes, I think that upon the average the amount of the old work done, has been diminishing for the last three years, and the number of men must decrease in the same ratio.

Within how many years should you say that the work has fallen off in your yard?—I will say within the last three years.

Then how happens it that the average number of workmen employed in your yard in the last three years, very nearly equals those employed in the preceding three years, and much exceeds those employed in the three years before that?—It very often happens that we have to employ fifty or sixty, seventy or eighty men, for a fortnight or three weeks, and then the hurry is over; when old ships come into dock to be fitted, for instance the transports which are only allowed a certain time for fitting, we are obliged to employ an extra number of men on account of the shortness of the time; that will increase the apparent number.

Must not the quantity of the work done in the whole year be the same?—No; I may have a hundred men at work for one fortnight, and nothing to do the next fortnight; a ship comes in, and after a fortnight goes out, and the next fortnight other ships may come, but it is all a chapter of accidents in the repairing of ships;

when

Mr. Cornelius Trufitt.

when new ships are building a certain number of men have constant employ in them.

Taking four periods in every year as you have done in your account, may you not rely in general that the average number of workmen in any given year is in proportion to the quantity of work done in that time?—That will depend upon circumstances; also the gross amount of our work done depends on the amount of materials used; the amount of money depends on that; there are many ships that require considerable manual labour, where the expenditure of materials is not so great, it is Iron-work; for instance, putting a whole set of iron riders, iron breast-hooks, iron knees, and work of that sort, there, there is no consumption of oak-timber, the labour goes on and there is no expenditure of material.

Then if I understand you rightly, in looking at the number of men you have employed in successive years for those ten years, the variation of that number is no guide to determine the quantity of the business done?—No; it is not exactly; because in that return it does not go to say that the number of men have been employed the whole month, it may have been for a fortnight or a week; that is the number of men paid on those particular days if it was all constant employ, that would shew the exact proportion, but not being constant employ it does not.

Then if any person wishes for some test to determine the comparative quantity of work in your yard during the last ten years, he must not rely upon this account as furnishing such a test?—No, that account will not furnish such a test.

[*Re-examined by Mr. Harrison.*]

Does the building of vessels give constant employment to your men?—That gives constant employment.

If you have not the building of large ships, you have not the means of keeping up a constant establishment of men?—Certainly not.

Does the number of men employed at any casual period, in any yard where there is not constant employment arising from the building of vessels, arise out of the size of the vessels sent in to repair, and the expedition with which it is to be carried on?—It will depend on the size and expedition; a large ship will take more men to repair it in a certain time than a small ship will.

Were you in the habit, if a large vessel was brought in, and it was necessary she should be out by a certain time, to look out for good shipwrights to put on her?—As many as we could stick on.

Cover her like a swarm of bees?—Exactly.

Of course the number of men employed in those yards, as set down on the paper, would not give you any means of judging of the work in the yard?—No; because it depends on the thing's being done in a hurry.

Does the repair of large vessels give more employment for the time it is going on than the building?—More men in proportion.

Ordinarily speaking, you would put on more men on the repair of a 1,200 ton ship brought in to repair, than on the building of one?—Certainly, because in the early part of building a new ship, you cannot employ more than a certain number, but as she goes on the number increases.

Is it the practice of the yards where there is a regular employment of building vessels, upon a pressure arising from repairs being called for, to take off all the people, and put them on the repairing ships?—I have frequently known those circumstances happen.

If you have a ship building in a yard, and you have a large ship come in wanting large repairs, you would take all your hands from the ship that was building, and put them on the repairs?—Unless we were tied for time in the building; if we had time to spare, we should take them off and put them on the repairs. In the repairing of old ships, we are tied as to the tide, which only answers once a fortnight.

Has the transport service given a certain degree of employment for the last two years?—Two-thirds of our employment for the last two years, taking it at the first view; a great number of those transports have been prize ships.

Is the repair of transports, work you are obliged to do quick; are you limited as to time?—When a ship is taken into the transport service, she is put into the dock to be made fit for service, and the sooner she is got ready, the sooner she commences receiving pay from the Transport Board; that is a sufficient reason to make haste.

Mr. Cornelius Trufitt.

It will of course induce you to get as many men together as you can to do it?—We are urged to do it by their owners for their interest.

And it is of course your interest then to do it?—Certainly.

[*Examined by the Committee.*]

You have stated you never felt any scarcity of timber?—Yes.

You never found any?—Never.

What is the quantity you usually employ in a year?—That is a wide field; I can state nearly the quantity a new ship will take.

What has your stock on hand ever been?—My employer always studied as near as he could, not to have an excessive stock, which he has been enabled to manage by buying small lots when he had jobs to require it.

He only purchased wood as he wanted it, and in small quantities?—In small quantities; if he has been to build a new ship, he has bought according to the quantity it will take.

And you mean to prove there has not been a scarcity of timber, because you have always found a small quantity to buy, when you wanted it?—Yes.

You stated that you had nothing to do in 1813?—No, I stated there were no new ships built in 1813.

What did you mean by saying, there was nothing done in 1813?—I must correct that expression, "nothing done;" we built no new ships in 1813.

But it appears by the account delivered in, that the number of men employed in your yard during 1813 was very little less than the preceding year, how were they employed?—In repairing transports, and fitting ships for the transport service chiefly.

Has there been any great decline in your business?—Our business has declined gradually for the last two or three years in the amount of work done.

What is that owing to?—I really cannot say.

Is it owing to your not having as many repairs as you used to have?—The repairs have not been so heavy; the ships may be as many in number, but they do not amount so heavy in repairs.

Have your repairs been chiefly in transports and prizes, and common merchant ships?—Wholly so in the year 1813, we have repaired no Indiamen in the year 1813.

Then it has not fallen off from the want of repairing Indiamen; that has not been one of the causes of this falling off?—If I say it has fallen off upon the whole, the want of the Indiaman will help the falling off.

If there were as many people employed in 1813 as in the preceding year, it cannot be owing to the want of repairs of Indiamen that the business has declined?—It would appear from that, that the work has been the same, whether we had the Indiamen or not.

Have you had any of the teak ships ever to repair?—Yes, I remember two or three.

Were the repairs heavy or light?—There was one teak ship, a small ship, the repairs of which were rather heavy; she had received some damage, and we were obliged to remove all the iron fastening out of her, the iron fastening was all decayed from the effects of the copper.

Has there been any decline in the course of the last two or three years, in your repairs of transports, in the quantity or the weight of repairs?—No, I think we fitted more in the year 1813 than ever we did before, twice as many as ever we had in any one year I think.

Then to what do you attribute the decline in the business?—The prize ships have rose up in place of ships that would have been to be built in England; the tonnage required is in a great measure made up, there are many American prizes and Danish prizes which have gone into the merchant service.

You have been in the habit of building merchant ships?—Chiefly.

From 1790 to 1802 you built twenty-three?—Yes.

And in the latter eleven years you built but six, exclusive of Indiamen?—Yes; that is the state of the case.

How do you account for that diminution?—There have been a great number of ships built in the north of England and the Outports, which are now in the West India trade in particular.

A great number of the West India ships used to be built in the Thames?—The chief of them.

Mr. Cornelius Truffitt.

Do you know what has led to persons preferring the north of England to the Thames?—They come cheaper, I think.

You have repaired a great many prize ships lately?—Yes.

They will not last long, will they?—No.

They will wear out in two or three years?—Not two or three years, in seven years perhaps.

The American ships do not last long?—Not the American ships of the present day; they are very common ships.

Mr. William Johnson, Called in; and Examined by Mr. HARRISON.

Mr. William Johnson.

I believe you are draftsman, purveyor, and converter, for Mr. Pitcher's yard?—I am.

How long have you been in that situation?—Nineteen years.

Were you bred in Mr. Pitcher's yard?—I was.

You served your apprenticeship there?—Yes.

Do the Messrs. Pitcher carry on their own business?—Yes.

Have they always been regularly bred to the business?—They have.

What is the extent and capacity of Mr. Pitcher's yard, as to the capability of building and repairing vessels, with reference to the number of slips, and so on?—There is one double dry dock capable of taking two seventy-four gun ships; one single dry dock; four slips for building large ships, and one for building smaller vessels; there is a wet dock also of three acres and a half; we have seven-and-forty houses for workmen; the average rental 385 *l.*

Upon what description of vessels did Messrs. Pitcher rely, for the general employment of their yard?—The building of East India ships generally.

Has that, for a considerable number of years back, been a considerable part of their employ, with the exception of the men-of-war they have built?—Wholly.

Does the capability of keeping up the establishment of workmen, and giving employ to a regular average number of workmen in a yard, depend upon having large ships to build, as well as occasional repairs?—It does.

Do you consider the building as more essential to the regular employment than the repairs; is it more regular in its operation?—I consider it to be more constant than the repairs.

It gives more regular employment to the establishment of men?—Yes.

Are you in the habit, in that yard, if a vessel suddenly comes in wanting repairs expeditiously, of taking off your men from the building and applying them to repairs, unless you are pressed for the ship-building?—It happens very frequently to be the case.

In repairing large vessels, do you employ a greater number of men on a 1,200 ton vessel, than you are ordinarily in the habit of employing in the regular building of a vessel of the same size?—That depends upon the time we have to repair her in.

If she is required to be repaired with expedition?—Then we must have more workmen.

My question was, whether upon the 1,200 ton ship that was required to be repaired expeditiously, you were in the habit of putting on a greater number of workmen than you ordinarily employed in building a vessel of the same size?—In a single vessel we do.

Has the employment, in Mr. Pitcher's yard, with the exception of men-of-war, declined of late years?—Yes, in the last ten years it has fallen off considerably.

Gradually, in the last ten years, it has fallen off?—Yes.

As purveyor and converter, you have the looking after the supply of the timber?—Yes.

Do you go into the country to look after the timber?—Yes.

So as to see it in a growing state?—Not in the growing state often.

You mark it after it is felled?—I mark it after it is felled and ready for market.

Have you ever had any difficulty in procuring timber for Mr. Pitcher's yard?—Never.

Looking merely to your ordinary course of connection, to which you have been in the habit of applying for timber, for what number of ships could you now supply timber for 1,200 ton Indiamen?—I should find no difficulty in finding sufficient for two ships a year, if not three, with the connection I have.

Mr. William Johnson.

Without interfering with the connection of other people?—Without any such interference at all.

Can you give me the number of ships that have been built within the last twenty years, for the East India company, for Government, and other smaller ships?—Here is a list.

[It was delivered in, and read as follows:]

A LIST of SHIPS built in Messrs. Pitcher's Yard, Northfleet, from 1793 to 1813 both inclusive.

Dates.	Ships of War.		East India Ships.		West India, and General Trade.	
	N°	Tons.	N°	Tons.	N°	Tons.
1793	1	422	—	—	—	—
1794	5	1,509	—	—	—	—
1795	2	3,337	—	—	—	—
—	—	—	3	4,347	—	—
1797	5	1,104	—	—	—	—
1798	2	60	—	—	—	—
—	—	—	2	1,630	—	—
—	—	—	—	—	1	599
1799	—	—	—	—	1	522
—	—	—	1	1,257	—	—
1800	2	2,615	—	—	—	—
—	—	—	2	2,514	—	—
1801	2	354	—	—	—	—
—	—	—	2	2,075	—	—
—	—	—	1 Hoy	120	—	—
1803	—	—	1	818	—	—
1804	4	708	—	—	—	—
1805	2	3,412	—	—	—	—
1806	—	—	—	—	5 small craft	180
1807	2	3,482	—	—	—	—
—	1	235	—	—	—	—
1808	1	1,741	—	—	—	—
1809	—	—	1	1,416	2 D°	100
1810	—	—	1	708	—	—
1811	—	—	1	1,257	1 D°	135
1812	1	382	—	—	—	—
—	2	2,124	—	—	—	—
Totals	32	21,485	14 & 1 Hoy	16,022	2 & 8 small craft.	1,536
			Hoy	120		
				16,142		

	N°	Tons.
Ships of War	32	21,485
East India Ships	14	16,022
Hoy	1	120
West India and general Trade	10	1,536
	57	39,163

Have

Mr. William Johnson.

Have you any ships building in the yard now?—We have not.

Have you any repairing in the yard?—Nothing at all doing.

Have you ever known Mr. Pitcher's yard in the state in which it is now, as to employ?—I do not remember it ever has been in such a state.

What is the establishment of apprentices in that yard, independent of apprentices that may belong to the workmen?—Twelve.

Is that a greater or a smaller number than Mr. Pitcher has been in the habit of having of late years?—I do not think we have had more at any time together; about twelve has been the average number.

Are you in the habit of employing only persons who have been regularly bred as shipwrights?—Never any others for shipwrights work.

What quantity of timber have Messrs. Pitcher now on hand?—544 loads of timber, and 317 loads of plank.

That is your present stock?—That is our present stock.

Has Mr. Pitcher's yard ever been called on for sudden exertions by the Navy Board, in the repair and fitting out of men-of-war?—Yes; I consider they have frequently.

Were they applied to in 1795 and 1796?—Yes, in 1795.

What was the employ of Mr. Pitcher's yard by the Navy Board in those years?—In 1795, they purchased a ship for the service of Government, that we were building for the East India company's service at the time, and other India ships that were built and had been before in the Company's service.

And were they required to be fitted out as men-of-war?—Yes.

They were, I believe, purchased by Government for men-of-war, were they not?—Yes, they were.

Did you fit out those vessels?—Yes, we fitted out two, and furnished one as a man-of-war, instead of an East India ship.

Was that required to be done with considerable expedition?—It was; we had ships the same year to furnish, instead of those already built for the East India company's service.

Was very great exertion used on that occasion to perform your engagement to the Navy Board?—Very great.

Were you also applied to in 1804 and 1805, to repair line-of-battle ships?—Yes.

What vessels did you repair in those years?—The Africa of sixty-four guns, and the Thetis frigate.

If the building large vessels were to be discontinued, from any circumstances in the Thames, would the merchant yards be able to afford any effectual assistance to Government of that description?—Not with expedition.

Are Indiamen occasionally required to be fitted out with extraordinary expedition?—In some circumstances very much so; if they are taken up but a short time before they go to sea, they require great expedition indeed.

Are you obliged, on occasions of that sort, to look out for more hands than on the ordinary average you are in the habit of employing?—No, we take them generally from the new work.

But supposing the vessels sent into your yard, and the time in which they were to be fitted out, would not allow the men you employ to fit them out, would you employ additional men?—We must, if we could get them.

You would have no difficulty in getting them now, I believe?—I believe not.

Ten years ago, when the yards were in full employment, was it then very easy to get any additional number of men?—No, not very easy.

You were obliged then to depend upon your own establishment, and to manage that in the best way you could?—Yes.

How often do you pay your people in the yard?—Once a month.

Are the pay-days in the different yards the same?—No, I believe not.

There is no regular pay day common among all the yards?—Not that I know of.

When there is no building going on in the river, and nothing but the casual employment arising from accidental repairs, would the number of men that would appear to have have been paid in each yard at the monthly pay day, give any means of judging of what the general nature and extent of the work going on in the river Thames was?—No, I should think not.

Could that be obtained any other way than by shewing the general employment of the yard, as to the vessels which have been built and the vessels repaired, and the extent of those repairs?—It could not.

Mr. William Johnson.

Would the state of employment of a yard be shewn by merely shewing how many had been paid at the end of a month?—No, it would not.

Explain why it would not?—We do not keep an account of what they do, only of the time.

Committee.]—Do you mean to state, that the account of the number of men employed in your yard at a given time, would not lead to a proof of the quantity of work that was doing in the yard at that time?—As to the repair and building, it would only give the names of the ships, but not as to the quantity of work that was done to each at that time.

Mr. Harrison.]—You pay your men, you say, once a month?—We do.

The account of the number of men you have paid at the end of the month, does it furnish you with any criterion as to the quantity of the work done?—No, it does not.

Are they all paid at the end of the month, whether they have done three days work, or a fortnight's work, or three week's work, or a months work?—Yes, but not the same as for working the whole time.

Then to enable you to draw any inference from the account of pay to the men, must you have the number of days for which each man was paid, if he was paid by the day, the quantity of work for which he was paid if he worked by job, and the different rates at which the different descriptions of men were paid, in order to shew the quantity of work?—You cannot shew it without.

The mere number of men gives no criterion at all of the quantity of work done?—Not the number of men.

[*Cross-examined by Mr. Spankie.*]

You say that Mr. Pitcher's yard has been much employed by Government in building and repairing ships of war?—It has.

You have known it twenty years?—Six-and-twenty years.

Since you knew the yard first, has the capacity of Mr. Pitcher's yard for building ships of war been increased or diminished, as to slips, docks, and other requisites?—The yard has been made wholly since I have been there.

Did it not exist at all?—It did not exist at all, till I went there in 1788.

When it was first made, was it of the same extent and capacity as it now is?—No, not until the year 1795.

In the year 1795 the increase took place?—It was necessary to make an increase of the large slips to build the East India ships, instead of those purchased by Government.

Is that the only large increase that has taken place since it was made?—There has been nothing else done, except adding a small slip in the year 1797.

Then this alteration was made, with a particular view to the building or accommodating those East India ships for the purposes of Government in the year 1795?—For the building the East India ships.

You built East India ships before that?—Yes, before that.

Then this alteration was made to enable Mr. Pitcher to build or repair ships of war if necessary, and first used on this particular occasion?—No, the slips were made to build East India ships, in lieu of those bought by Government.

Had you, when a yard was originally built, a dock for the accommodation of seventy-four gun ships;—No.

Then I am to understand, that the accommodation for seventy-four gun ships, was made subsequent to the year 1793, at the commencement of the last war?—Yes.

You have stated, that you have occasionally been enabled to make great exertions for the service of Government, in repairing ships of war?—We have.

Do you conceive, that the same number of men employed by you could have done the same quantity of work, if they had been employed in the Government yards, instead of yours?—I do not know that I can answer the question.

Would the same number of men do more work or better work in your yard than in the Government yards?—I think more in merchants yards than King's yards.

The same number of men would do more work?—Yes.

Is it in consequence of the opinion, that the men would do more work in the merchants yards than the King's yards, that you conceive they have been of so much assistance to Government in building ships of war?—I consider the establishments

Mr. William Johnson.

ments kept up in the merchants yards, have been of great service to Government at various periods.

You say you have built fourteen East Indiamen during the last twenty years?—Yes.

Did you build a greater number of East Indiamen during the first half of that period than the last half?—The first ten years we built eleven, and the last ten years we built three.

So that you have not had so much building for the East India company, during the last ten years as you had before?—No.

Do you happen to know of your own knowledge, whether the number of East Indiamen built altogether during the last ten years has been greater or smaller than the number of East Indiamen built during the preceding ten years?—I only know from Mr. Pitcher's yard.

Do you happen to know that Messrs. Wigrams and Green have built a great number of Indiamen during the last twenty years?—I cannot speak to that.

Then I am to understand, that a very considerable part of the employment of Mr. Pitcher's yard, during the last twenty years, has been in the service of Government?—For the last ten years particularly.

You have built 32 ships for Government, altogether, I think you say?—Yes.

How many seventy-fours?—Seven.

In fact your yard has been pretty fully employed during the whole of the last ten years, till lately?—It has had a good deal.

And chiefly on Government service?—We have only built three ships exclusive of Government ships.

Committee.]—Then you have built no other vessels but for Government and the East India company?—Eleven small vessels.

Mr. Spankie.]—Have your yards been much employed for the repairing of Indiamen during the last ten years?—But little; we have had but few during the last ten years.

That is probably done further up the river?—In consequence of the East India docks being made, the repairs went up the river.

And you ascribe the falling-off as to repairing of those vessels, in some degree, to the new establishment at Blackwall for East India shipping?—I do.

You have stated, that you never experienced any difficulty in obtaining a supply of large timber, has not the price been an increasing price for the last twenty years?—Yes, upwards of twenty years.

Has not it increased very much?—Yes, but not in proportion to the fir timber?—The supply of fir timber was cut off in consequence of the state of things in the Baltic in a great degree?—I suppose that was the reason which was the cause of oak timber getting up so much.

Generally speaking, do not you consider the high price of an article is a proof of its scarcity?—No, I do not, alluding to oak.

I am speaking as a general proposition?—That would depend on the degree of demand.

In consequence of the wants of Government for naval purposes, and the building for other purposes, do not you consider that there has been a very great consumption and demand for timber during the last twenty years?—Yes.

Then in your opinion, has the demand for ship-building timber increased, compared with the preceding ten or twenty years?—I did not know it before the last twenty years; I have only known the trade 26 years.

Do you think the demands of Government during the last twelve years has increased the consumption of ship-building timber, compared with what it would be in ordinary times?—Yes, I think the last twelve years will exceed the preceding twelve years.

Do not you think that such an extraordinary demand has a tendency to raise the price?—Yes.

Does not a great demand of itself cause a certain degree of difficulty in procuring an article, the supply of which is limited?—I could always get timber, provided I could get money to pay for it.

But a greater quantity of money would be required?—A greater quantity of money would be required.

[THE following ACCOUNTS, and PAPERS, were read:]

(48.)—Letter from the Admiralty-office, 19 May 1814; inclosing
(48[1])—Account of the number of Ships built in the King's Yards since 1802; 1st, 2nd, 3rd, and 4th Rates - - - - - - p. 383.

(48[2])—Correspondence with Messrs. Boucher & Co. and the Commissioners of the Navy, relating to a Supply of 20,000 Loads of Timber; 1812—1814 - - - - p. 384.

(48[3])—Contract of Mr. Larking's, dated 5 February 1814, to supply the Navy Board with Oak Timber - - - - - - - - - - - - p. 388.

(48[4])—Oak Timber delivered into His Majesty's Yards by Mr. Larking, under his Contract of 5th February 1814 - - - - - - - - - - p. 392.

(48[5])—English and Foreign Oak Timber, &c. expended in His Majesty's several Dock Yards, 1803—1812 - - - - - - - - - - - - ibid.

(49.)—Letter from Plymouth Officers, 27 March 1813, on the Building and Fastening of The Dublin - - - - - - - - - - - - p. 393.

(50.)—Letter from the Master Shipwrights of Chatham, Portsmouth, and Plymouth Yards, 10 April 1813, on the Building and Fastening of The Rodney - - - p. 394.

(51.)—Letter from the Officers of Plymouth Yard, 12 May 1804, on the Building and Fastening of The Ardent - - - - - - - - - - - p. 395.

(52.)—Letter from Commissioner Grey, 12 April 1813, on the Building and Fastening of The Rodney - - - - - - - - - - - - p. 396.

(53.)—Attestation, dated Port Mahon, Minorca, 30 January 1812, of the Defects of His Majesty's Ship The Rodney. - - - - - - - - - - ibid.

(54.)—Letter from Commissioner Peake, 20 March 1813, on the Building and Fastening of The Dublin - - - - - - - - - - - - p. 397.

(55.)—Account of the Length of Service, before requiring Repair, of His Majesty's Ships Ardent, Rodney, and Dublin - - - - - - - - - - p. 398.

(56.)—Shipwrights and Workmen employed in the Building and Repairing Yards on the Thames;—1803—1814 - - - - - - - - - - p. 399.

ACCOUNTS, &c.

— (48.) —

Sir, Admiralty Office, 19 May 1814.

WITH reference to the precept of the Committee on East India Shipping, dated the 5th instant, requiring the following Papers; viz.

An Account of the Number of Ships built in the King's Yards since 1802, of the following Rates, namely 1st, 2d, 3d, and 4th, with the Names and Tonnage of each.

A Copy of any Letter from Messrs. Bowsher & Co. offering to supply a quantity of Oak Timber to the Navy Board in the year 1813-14, for the use of the Navy, and of the Correspondence between the Navy Board and them respecting the same, and of Messrs. Bowsher's subsequent offer to supply Oak Timber and Plank, and of the Contract (if any) entered into for the same.

A Copy of the last Contract with Mr. Larkin to supply the Navy Board with Oak Timber, and an account of the quantity thereof already delivered by him.

I am commanded by my Lords Commissioners of the Admiralty, to transmit to you herewith the said Papers, observing that the Navy Board have reported that no Contract was entered into with Messrs. Bowsher, in consequence of their subsequent offer mentioned above.

I am, Sir,
Your very humble Servant,
JOHN BARROW.

— (48—1.) —

Navy-Office, 11th May 1814.

AN ACCOUNT of the Number of SHIPS built in the King's Yards since 1802, of the following Rates; viz.—1st, 2d, 3d and 4th, with the Name and Tonnage of each.

Rate.	Guns.	Ships Names.	Tonnage.
1.	120.	Caledonia	2,616.
"	110.	Hibernia	2,508.
"	100.	Queen Charlotte	2,289.
2.	98.	Boyne	2,155.
"	"	Impregnable	2,278.
"	"	Ocean	2,276.
"	"	Union	2,149.
3.	74.	Blenheim	1,747.
"	"	Blake	1,822.
"	"	Bombay	1,701.
"	"	Bulwark	1,940.
"	"	Colossus	1,889.
"	"	Fame	1,745.
"	"	Hogue	1,750.
"	"	Invincible	1,674.
"	"	Milford	1,919.
"	"	Revenge	1,929.
"	"	St. Domingo	1,819.
"	"	Vindictive	1,758.
"	"	Warspite	1,890.
"	"	Rochfort	2,082.
"	"	Chatham	1,860.
4.	50.	Jupiter	1,173.
"	"	Antelope	1,107.
"	"	Grampus	1,114.

F. J. HARTWELL. R. SEPPINGS. H. LEGGE.

— (48—2.) —

Copy of a LETTER from the Commissioners of the Navy to Messrs. Bowsher & Co. dated 8th December 1812, desiring to know whether they mean to proceed with their Contract of the 29th November 1810, to the 31st December 1815.

Messrs. Bowsher & Co. Navy Office, 8th December 1812.

THE clause in page 3 of your Contract of the 29th November 1810, for supplying His Majesty's Yards with Timber, providing that either party may give twelve months notice of their intention of dissolving the Contract, the said twelve months to end on the 31st December 1813: We desire you will now declare whether you mean to proceed with the Contract to the 31st December 1815.

We are your affectionate Friends,

F. J. HARTWELL.
W. RULE.
H. LEGGE.

(Attested)
R. A. Nelson.

Copy of a LETTER from Messrs. Bowsher & Co. to the Commissioners of the Navy, dated 15th December 1812, stating the Terms on which they are willing to proceed with their Contract for the next two years.

Honourable Sirs,

IN answer to your honourable Board's letter of the 8th instant, I beg leave to state, that I have, with great difficulty, procured the quantity of timber I engaged to do; but the increased expense attending the conveyance of timber from the inland counties, that I am under the necessity of getting it from, and I must again resort to for my supply, renders an advance of money from your honourable Board absolutely necessary, for me to continue so large an undertaking; especially so, as many of the dealers in timber in the counties of Cheshire, Salop, Montgomery, Worcester, Gloucester, Hereford, Radnor, Brecon, Glamorgan, and Monmouthshire, who used to supply me, have discontinued the trade, therefore must now resort more than ever to buying timber on the stub, which will require a much greater capital than heretofore. I shall be willing to go on with the contract for the next two years, upon the same terms as proposed by Mr. Larking; but I must be excused from supplying elm timber, there being little or none growing in the counties round land from whence I pick up the oak; and as plank and treenails are also very scarce, I must be excused from finding the quantity now required by the contract; however, I am willing to engage to supply all I possibly can procure, and in case of any deficiency, have no objection to supply two loads of converted oak in lieu of one load of plank.

With respect,
I am for self, Hodges & Watkins,
Honourable Sirs,
Your most obedient Servant,
JOHN BOWSHER.

Turk's Head Coffee-House,
15th December 1812.

(Attested)
R. A. Nelson.

Copy of a LETTER from Messrs. Bowsher & Co. to the Commissioners of the Navy, dated 22d December 1812, stating the quantity of Timber they are willing to deliver in each of the next two years.

Honourable Sirs, London, 22d December 1812.

HAVING omitted, in my letter of the 15th instant, to state the quantity of timber I am willing to deliver upon the terms offered, I beg leave to say, my offer is for the quantity required by the general contract; say, 15,000 loads for each of the next two years.

For self & Co. I am,
Honourable Sirs,
Your most obedient Servant,
JOHN BOWSHER.

(Attested)
R. A. Nelson

Copy

Copy of a LETTER from the Commissioners of the Navy to Messrs. Bowsher & Co. dated 24th December 1812, communicating the Conditions on which their Terms are accepted for continuing their Contract for the Years 1814 and 1815.

Messrs. Bowsher & Co. Navy Office, 24th December 1812.

HAVING taken into our consideration the proposals contained in your letter of the 15th instant, for continuing the contract dated the 29th November 1810, for the further quantities of 15,000 loads of timber, to be delivered in each of the years 1814 and 1815, and the additional prices which you demand for the same, we have come to the following resolutions, viz.

To allow you for these 30,000 loads of timber the same additional prices beyond those mentioned in the contract, dated the 29th November 1810, as we allowed you for the additional 20,000 loads of timber in August last, viz.

	£. 5 per cent.
On Sided timber - - - -	
- Thickstuff and plank - - -	9 —
- Rough timber - - - -	6 —
- Treenails above 21 inches - -	20 —

Not to require any specific quantity of elm timber to be delivered; and in case no elm is delivered, the quantity of oak to be increased equal to the deficiency of elm; but the proportions of thickstuff, plank, and treenails, must remain as is stipulated in the printed contract.

We agree to pay, on the 1st January 1814, an advance of 1 *l.* per load upon the 15,000 loads which are to be delivered in 1814; and on the 1st January 1815, an advance of 1 *l.* per load upon the 15,000 loads which are to be delivered in 1815; also, a further advance of 2 *l.* 5 *s.* per load on the receipt of each purveyor's report on the quantity of timber therein specified; also, a further payment of 4 *l.* per load on rough oak timber, and 6 *l.* 10 *s.* on sided, on its arrival at the yards.

Having agreed to make such considerable alterations in your favour from the original contract, we think it is but justice that you should make some concessions, which we consider may be for the benefit of the public; and we therefore propose, that either party should be at liberty, on the 31st December 1813, to declare whether they will go on with the contract beyond December 1815: and we further require, that the clause in the present contract be obliterated, which stipulates, that in case any ships of 36 guns, or upwards, shall, at any time during the continuance of the contract, be contracted for to be built in private yards, the quantity of oak timber to be supplied into His Majesty's Dock Yards, shall be reduced in proportion.

We are,
Your affectionate Friends,
F. J. HARTWELL
W. RULE.
H. LEGGE.

(Attested)
R. A. Nelson,

Copy of a LETTER from Messrs. Bowsher & Co. to the Commissioners of the Navy, dated the 27th December 1813, stating that they could procure a further supply of Timber, provided the proportions of Thickstuff and Plank could be reduced.

Honourable Sirs, Navy Office, 27th December 1813.

AS I understand Mr. Larking has procured the quantities of timber he had engaged to do by the contract of January last, and proposes making a new engagement, I think it necessary to say, that when I offered 35,000 loads last January, I considered that quantity as the utmost that could be procured in the counties I purchase in, say Monmouth, Gloucester, Worcester, Stafford, Salop, Montgomery, Chester, Radnor, Brecon, Hereford, and Glamorganshire, and in the time limited for the delivery; I am therefore unable, as far as I can judge at present, to make any further offer, from the perfect impossibility of procuring the proportions of thickstuff and plank, looking to the fall of next year, now to enable me to complete my proportions for my present engagements with your Honourable Board; but I have no doubt I could procure a further supply of timber, provided the proportions of thickstuff and plank could be reduced or dispensed with, if I receive from your Honourable Board the same encouragement and pecuniary aid as heretofore.

For self & Co.
I am,
Honourable Sirs,
Your most obedient Servant,
JOHN BOWSHER.

(Attested)
R. A. Nelson.

Copy of a LETTER from Messrs. Bowsher & Co. to the Commissioners of the Navy, dated 28th December 1812, stating the progress made in completing their Contract of November 1810, and making observations on the conditions communicated to them, for accepting their terms for continuing Contract for the years 1814 and 1815.

Honourable Sirs, London, 28th December 1812.

I HAVE received your Honourable Board's letter of the 24th December, and from the contents conceive that you are not aware of the progress I have made in completing my part of the contract of November 1810, for the supply of timber; allow me therefore to state, including 5,500 loads of timber which has been reported in Mr. Larking's name, but which is to be considered (from an agreement between us) as a part of my quantity of 46,500 loads, I have had marked by the purveyor all that I engaged for, and have actually delivered at the yards 28,450 loads rough contents, and have now shipped and on its passage to the yards 1,900 loads, and have ready at Chepstow, waiting the return of the vessels, 1,250 loads; this, with the delivery of 1,400 loads of thickstuff and plank, with almost the whole proportions of elm timber and treenails, will, I trust, induce your Honourable Board to admit that we have made great exertions towards completing our engagement, especially considering the remote districts in which we buy our timber in the inland counties.

I am very sorry to observe, that you cannot dispense with the proportions of thickstuff, plank, elm timber, and treenails, as I not only foresee a loss from the supply of them, but am apprehensive that it may be impossible to procure in the time the whole quantity on any terms; our utmost endeavours shall, however, be used, and if there is any deficiency, we must submit to your decision. We trust your honourable Board will allow the clauses respecting the notice of discontinuing the contract by either party, and the building of ships of war in the merchants yards, to stand as they now do; we feel perfectly satisfied that it is impossible to state what the price of timber might be, if several purchases for His Majesty's yards, and persons buying for builders of ships of war, were to meet in the market; and here we beg leave to call to your recollection, that neither Mr. Larking nor ourselves have made any claim (as we might have done) for the quantities of timber to be deducted on account of the ships of war let out to private builders since our contract, although they have caused competition in the market, particularly for plank, and a great deal of beam timber fit for cutting out plank and thickstuff.

Your offer of an advance of one pound per load on the 1st January 1814, would not render us any assistance in procuring the timber remaining of the fall of the spring of 1812, which is still unsold, nor that to be felled next spring, which is now offering for sale, as it, and the expenses upon it, must be all paid for long before the period you name. If your Honourable Board will allow the clause respecting the time of giving notice, and that for the deduction to be made for ships of war built in merchants yards, to stand as they now do, I will engage upon the advance in price offered by you, to furnish 5,000 loads of timber for the supply of 1813, more than stated in the general contract, and as much as I can procure above 15,000 loads in 1814, engaging to deliver one-third of the quantity in twelve months, one-third by Michaelmas 1814, and the remainder by Michaelmas 1815, taking for the delivery of the proportion only to the 31st December 1815; but in this case, we must rely upon an advance of £. 25,000 on the 1st January next, 2*l.* 5*s.* per load upon the purveyor's report being delivered at the Navy Office, and 6*l.* 10*s.* per load on the arrival of vessels at the yard with converted timber.

For self & Co.
I am, Honourable Sirs,
Your most obedient Servant,
JOHN BOWSHER.

P. S.—My intentions are to supply 5,000 loads of timber, in addition to the 15,000 mentioned in the contract for the year 1814, and as much as I can procure beyond the 15,000 loads mentioned in the contract for the year 1815.

(Attested)
R. A. Nelson.

Copy of a LETTER from the Commissioners of the Navy to Messrs. Bowsher & Co. dated the 4th January 1814, desiring to know what reduction they would make in the price of the Timber, if the proportions of thickstuff and plank were reduced.

Messrs. Bowsher & Co. Navy Office, 4th January 1814.

WITH reference to your letter of the 27th ultimo, stating that you could procure a further supply of oak timber, provided the proportions of thickstuff and plank could be reduced or dispensed with; we acquaint you, that it is impossible for us to dispense with the proportions of thickstuff and plank; but if we were inclined to reduce the quantities of them, we desire you will let us know what reduction you would make in the price of the timber.

We are your affectionate Friends,

(Attested)
R. A. Nelson.

(Signed) H. PEAKE.
R. SEPPINGS.
H. LEGGE.

Copy of a LETTER from Messrs. Bowsher & Co. to the Commissioners of the Navy, dated the 6th January 1814, acquainting, that they cannot consent to make any reduction in the price of timber, and offering to deliver timber on contract of January 1813, with a proportion of thickstuff and plank.

Honourable Sirs, Navy Office, 6th January 1814.

WE have your Honourable Board's letter of the 4th instant, acquainting us that it is impossible to dispense with the proportions of thickstuff and plank on a further quantity of timber, at the same time observing, that were you inclined to reduce the quantities, to inform your Honourable Board what reduction we would make in the price of the timber: In answer to which, we do not at present see the least prospect of being able to buy timber on which we can afford to make any abatement in price; and should it so happen, that a cessation of hostilities take place in the summer, it would not be in our power to make deliveries of timber even at the present prices, having, from the remote part of England and Wales such excessive heavy land and water carriage to pay, say on the average at least 30 per cent. on the value of it at the yards; in addition to which we have to apprehend a very considerable reduction would, in case of peace, take place in the price of bark, on having importations from the Continent. In the distant counties we are compelled to collect our timber from, bark bears at present at least 25 per cent. of the value of timber on the stub, so that a fall of even 10 per cent. on that article would be seriously felt by us; under these circumstances we could not consent to any reduction in the price of timber, as we perceive considerable difficulty in procuring it even on the present terms; but if your Honourable Board will agree to our delivering a quantity of timber on the terms of January 1813 contract, and take 20 loads of thickstuff and plank to every 1,000 loads of timber, we will procure all the timber we can, probably 20,000 loads. Timber on our side of the kingdom in general grows in the fields and hedge rows, and is not calculated to cut into thickstuff and plank, and all that can be procured from the fall of next year, and part of the fall of 15, we shall want to make good our present contracts, therefore it would be deceiving your Honourable Board, and doing ourselves great injustice, to promise to get you the proportions now required, which, after 30 years experience in dealing with you, I have always found the greatest difficulty in obtaining, especially so as those articles that could be procured this side of the land, will be all bought and wanted by Mr. Larking, to make good his engagements with your Honourable Board; however, we beg leave to assure you, that should we be able to collect an additional quantity of thickstuff and plank, we pledge ourselves to do it.

For self & Co.

(Attested) I am, Honourable Sirs, your most obedient Servant,
R. A. Nelson. JN. BOWSHER.

Copy of a LETTER from the Commissioners of the Navy to Messrs. Bowsher & Co. dated the 21st January 1814, acquainting them that an agreement for a further quantity of Timber, cannot be entered into, unless they can deliver the usual quantities of thickstuff, plank, elm and treenails.

Messrs. Bowsher & Co. Navy Office, 21st January 1814.

WITH reference to your letter of the 6th instant, we acquaint you, that we cannot consent to enter into an agreement with you for a further quantity of timber, unless you can deliver therewith the usual quantities of thickstuff, plank, elm and treenails, viz. thickstuff 4½ loads, plank 3½ loads, actual contents, to every one hundred loads of the oak timber contracted for.

We are, your affectionate Friends,
(Signed) F. J. HARTWELL.
H. PEAKE.
H. LEGGE.

(Attested)
R. A. Nelson.

Copy of a LETTER from Messrs. Bowsher and Co. to the Commissioners of the Navy, dated 29th January 1814, acquainting, that they are purchasing the whole of the Timber offered for sale, of which they will make an offer as soon as the quantities can be ascertained.

Honourable Sirs, Chepstow, 29th January 1814.

WE have before us your letter of the 21st instant, acquainting us, that you cannot consent to enter into an agreement with us for a further quantity of timber, unless we can deliver therewith the usual quantities of thickstuff, plank, elm timber and treenails, calculating the thick stuff at 4½ loads, and plank at 3½ loads, to every 100 loads of oak timber contracted for. In answer to which, at present we do not see that is possible we can comply therewith. As to the proportions, however, we beg leave to inform your honourable Board, that we and our agents are now employed in purchasing the whole of the timber offered

for sale in the different counties we usually buy in, that is applicable (and can be brought to deliver in the terms of the contract of January 1813) for His Majesty's yards; and that as soon as the season begins for falling, and we can ascertain the quantities we may have, we shall make your Honourable Board an offer of it, assuring you, that we will not dispose of any part of our purchases until then.

Interim, We are with respect,
Honourable Sirs,
Your Honours most humble Servants,
BOWSHER, HODGES & WATKINS.

(Attestd)
R. A. Nelson.

Copy of a LETTER from Messrs Bowsher & Co. to the Commissioners of the Navy, dated 27 April 1814, offering to supply 20,000 loads of Timber, with the usual proportions of thickstuff, plank, &c.

Honourable Sirs, Navy Office, 27th April 1814.

CONFORMABLY with our letter of the 29th January last, in which we stated our desire to meet your Honourable Board's wish, in procuring a further quantity of timber, and proportions with the same, if the falls in the districts in which we purchased, admitted of it; we now beg to state our readiness to supply 20,000 loads of timber, including the usual proportions of thickstuff, plank, &c. on the terms of our contract of January 1813.

With respect, we remain,
Honourable Sirs,
Your most obedient Servants,
BOWSHER & Co.

(Attested)
R. A. Nelson.

—(48—3.)—

Navy Office, 13th May 1814.

A Copy of the last CONTRACT of Mr. Larking's, to supply the Navy Board with Oak Timber.

CONTRACTED and agreed upon the 5th day of February, in the year of our Lord one thousand eight hundred and fourteen, by and between John Larking, of East Malling, in the county of Kent, timber merchant, of the one part, and Sir Francis John Hartwell Baronet, Joseph Tucker Esquire, and Robert Seppings Esquire, being three of the principal Officers and Commissioners of His Majesty's Navy (for and on behalf of His Majesty, His Heirs and Successors) of the other part, as follows; (that is to say) The said John Larking doth for himself, his executors and administrators, hereby covenant contract and agree to and with the said Commissioners, parties hereto, free of all charges to His Majesty, His Heirs and Successors, to supply and deliver into store at His Majesty's dock yards at Deptford, Woolwich, Chatham, Sheerness, Portsmouth, Plymouth and Milford, or at some or one of the said yards, as shall be ordered and directed by the said Commissioners, parties hereto, or by the Commissioners of His Majesty's Navy for the time being, or any three or more of them, or by their or any three or more of their order or authority, such quantities of oak timber as shall in the whole amount to forty thousand loads of timber, including in that quantity the following proportions of knees, thickstuff, oak plank, elm timber and treenails; viz.

Knees		All such quantities as can be procured from the oak timber.
Thickstuff	Loads. 4½	To every 100 loads on the whole of the oak timber contracted for;
Plank of	Inches. 4 — 2½	
	3 — 1	

or in such proportions of thickstuff and plank at each yard as the nature of the service may require, not exceeding, in the aggregate, the proportions above mentioned.

Elm timber	Loads. 5	To every 100 loads on the whole of the oak timber contracted for.
Treenails	No. 4,000	To every 1,000 loads on the whole of the oak timber contracted for; the said treenails to be of the following lengths; viz. one-tenth of 12 inches and 15 inches long; four-tenths of 18 inches, 21 inches, and 24 inches long; three-tenths of 27 inches and 30 inches long; and two-tenths of 33 inches and 36 inches long.

Provided nevertheless, that in case no elm timber or only part of the required quantity shall be delivered, the quantity of oak timber shall be encreased so as to supply the deficiency

of

of elm timber; and provided always, that the quantity of oak timber knees and elm timber which shall be supplied in pursuance of this contract, shall be calculated in rough contents; and that the quantity of thickstuff plank and treenails which shall be supplied in pursuance hereof, shall be calculated in nett or sided contents: And further, that not more than one eighth part of the whole quantity of oak timber hereby contracted for, shall consist of sidings of eleven inches, and one half of an inch and eleven inches; and also, that no piece of sided oak timber, of and under 21 feet in length, shall be above two inches side round in fourteen feet in length; and that the sided oak timber, of above 21 feet in length, shall be sided as heretofore: And the said John Larking doth for himself, his executors and administrators, also covenant and agree, that all the oak timber hereby contracted for shall be delivered into store at the said yards, or some or one of them, by or before the twenty-ninth day of September, which will be in the year one thousand eight hundred and fifteen; and that the proportions of knees, thickstuff, oak plank, elm timber and treenails, shall be delivered into store at the said yards, or some or one of them, by or before the expiration of three calendar months next after the delivery of the oak timber to which such proportions of knees, thickstuff, oak plank, elm timber and treenails shall respectively belong.

In consideration whereof the said Commissioners, parties hereto, do hereby for and on behalf of His Majesty, covenant and agree, that the said John Larking, his executors and administrators, shall be paid for such oak timber, knees, thickstuff, oak plank, elm timber and treenails, at the several prices set opposite or against the said articles respectively, in two particulars marked respectively N° 1 and N° 2, and contained in a certain contract, bearing date the twenty-ninth day of November in the year one thousand eight hundred and ten, and made between the said John Larking of the one part, and Sir Francis John Hartwell Baronet, Sir William Rule Knight, and Henry Peake Esquire, then three of the principal Officers and Commissioners of His Majesty's Navy (for and on behalf of His Majesty, His Heirs and Successors) of the other part, with the several additions hereinafter mentioned to the said several prices mentioned in the said particulars contained in the said hereinbefore recited contract; viz.

On the said prices of Sided oak timber	- - -	Five pounds per cent.
D° - - - - -	Rough oak timber - - -	Six pounds per cent.
D° - - - - -	Thickstuff and plank - - -	Nine pounds per cent.
D° - - - - -	Treenails of and above 21 inches long,	Twenty pounds per cent.

Provided nevertheless, that the said several per centage additions shall not be made to any sum or sums of money which may be paid on account of long carriage, carriage expenses, and freight respectively of the said timber and other articles before-mentioned.

And the said Commissioners, parties hereto, do also covenant and agree, that the said John Larking, his executors and administrators, shall be allowed and paid, in further addition to the several prices hereinbefore covenanted and agreed to be paid for the said oak timber, knees, thickstuff, oak plank, and elm timber respectively, the several sums of money mentioned in the said hereinbefore recited contract, for and on account of long carriage, carriage expenses, and freight respectively; and that the said several sums of money for long carriage, carriage expenses, and freight respectively, shall be allowed and paid in the same or like manner as expressed in the said contract of the twenty-ninth day of November, one thousand eight hundred and ten, and under and subject to the several covenants, provisoes, and agreements therein respectively contained; and also, that whenever and so often as any of the said oak timber, knees, thickstuff, oak plank, and elm timber respectively, shall, by the Commissioners now or for the time being of His Majesty's Navy, or any three or more of them, or by their or any three or more of their order or authority, be required to be delivered at any one or more of His Majesty's Dock Yards, other than the King's Dock Yard which may be nearest to the place where the said oak timber, knees, thickstuff, oak plank, and elm timber, may respectively be shipped for the purpose of being conveyed to the said Dock Yards, or any one or more of them, that then and in every such case the said John Larking, his executors or administrators, shall be allowed and paid the several rates per load hereinafter mentioned for freight of the said oak timber, and other articles before mentioned respectively, in still further addition to the several prices hereinbefore covenanted and agreed to be paid for the said oak timber and other articles respectively; that is to say,

	Per load. £. s. d.
In addition to the prices of such of the said oak timber, knees, thickstuff, oak plank, and elm timber, as shall be shipped at any port or place in the river Medway, and shall pass His Majesty's Dock Yard at Chatham, and be delivered at Sheerness - - - - - - - - - - - - - - -	0 2 0
In addition to the prices of such of the said oak timber and other articles above-mentioned as shall pass His Majesty's Dock Yards at Chatham and Sheerness, and be delivered at His Majesty's Yard at Woolwich or Deptford, or shall pass His Majesty's Yard at Deptford or Woolwich, and be delivered at Chatham or Sheerness - - - - - - - - - - - -	0 5 6
In addition to the prices of such of the said oak timber and other articles above-mentioned, as shall pass His Majesty's Yard at Portsmouth, and be delivered at any one or more of His Majesty's Dock Yards eastward of Portsmouth, or shall pass any one or more of His Majesty's Dock Yards eastward of Portsmouth, and be delivered at His Majesty's Yard at Portsmouth - - - - -	1 0 0

	Per Load. £. s. d.
In addition to the prices of such of the said oak timber and other articles above-mentioned, as shall be shipped at wharfs east of Portsmouth, as far as Rye inclusive, in the county of Sussex, and shall be delivered at any one or more of His Majesty's Dock Yards eastward of Portsmouth - - - - - - - -	0 10 0

And the said Commissioners, parties hereto, do hereby, for and on behalf of His Majesty, further covenant and agree, that upon sealing and delivery hereof, a bill of imprest, payable by the Treasurer for the time being of His Majesty's Navy, in ninety days from the date thereof, with interest thereon at the rate of three-pence per cent. per diem, shall be made out and delivered to the said John Larking, for the sum of thirty thousand pounds, in part payment for the oak timber hereby contracted for; and that, whenever and so often as any quantity of oak timber, to be supplied and delivered either in a rough or sided state, in pursuance of this contract, shall have been surveyed and hammered by his purveyor, and his report thereof shall be received at the Navy Office, an imprest bill, payable as aforesaid, shall, if applied for, be made out and delivered to the said John Larking, in further part payment for such oak timber; and that the amount of such imprest bill shall be calculated at the rate of two pounds five shillings per load on the whole quantity of oak timber in rough contents, which shall have been so surveyed, hammered, and reported as aforesaid; and that, on the arrival of every cargo of such oak timber at the Dock Yard where the same is to be delivered, a certificate thereof, specifying the quantity of timber so arrived in each vessel, agreeably to the bill of lading thereof, shall be given by the officers of the said yard, on the production of such certificate at the Navy Office, another imprest bill, payable as aforesaid, shall, if applied for, be made out and delivered to the said John Larking, in still further part payment for such oak timber; and that the amount of such imprest bill so to be made out and delivered as last aforesaid, shall be calculated at the rate of four pounds per load for the oak timber to be delivered in a rough state, and at the rate of six pounds ten shillings per load for the oak timber to be delivered in a sided state, on the quantity of oak timber contained in every such cargo; and that, upon the completion of every such delivery of such timber so surveyed, hammered, and reported as aforesaid, and on the same being approved in quantity, quality, and every other respect, by the officers of the Dock Yard where the same shall be delivered, and by the Commissioners of His Majesty's Navy for the time being, an account shall be stated, in which the said John Larking shall be debited for the several sums of money (if any) which shall have been so advanced to him as aforesaid, in part payment for such timber; and credit shall be given to the said John Larking in such account for the value of such timber aforesaid, at the several rates and prices hereinbefore covenanted and agreed to be paid for the same; and that, upon such account being approved by the Commissioners of the Navy for the time being, a navy bill, payable in ninety days from the date thereof, with interest thereon at the rate of three-pence per cent. per diem, shall be made out and delivered to the said John Larking, for the balance or amount which shall then appear to be due for the oak timber aforesaid, which shall have been so supplied and delivered as aforesaid.

And the said Commissioners, parties hereto, do hereby, for and on behalf of His Majesty, further covenant and agree, that certificates shall be given to the said John Larking, by the officers of the said yards respectively, of the delivery and receipt of the knees, thickstuff, plank, elm timber, and treenails, which shall be supplied and delivered in pursuance of this contract; which certificates shall be lodged in the Navy Office, and bills for the amount shall immediately be made out to the said John Larking, payable in ninety days from their respective dates, with interest thereon at the rate of threepence per cent. per diem.

And the said Commissioners, parties hereto, do hereby, for and on behalf of His Majesty, His Heirs and Successors, also covenant and agree, that they, or the Commissioners of His Majesty's Navy for the time being, or any three or more of them, for and on behalf of His Majesty, His Heirs and Successors, shall not, nor will, directly or indirectly, prior to the first day of January which will be in the year one thousand eight hundred and fifteen, for the use of His Majesty, treat with, for, or buy or purchase of, or employ any other person or persons on their account, or for their use, or the use of His Majesty, His Heirs or Successors, to treat with, for, or buy or purchase of any person or persons whomsoever, any English oak timber, knees, thickstuff, oak plank and treenails; provided and so as the said John Larking, his executors or administrators, do and shall well and regularly supply and furnish the respective quantities of each of the said articles before specified, agreeably to the true intent and meaning hereof, save and except such contract or contracts, agreement or agreements, as the said Commissioners parties hereto, or the Commissioners of His Majesty's Navy, now or for the time being, or any three or more of them, shall think proper at any time to make and enter into with John Bowsher, James Hodges, and Richard Watkins, of Chepstow, in the county of Monmouth, timber merchants and copartners, for the supply of English oak timber and other articles aforesaid, or any of them; and which contract or contracts, agreement or agreements, the said Commissioners shall have power and be at liberty to make and enter into accordingly, any thing herein-before contained to the contrary notwithstanding: And it is hereby covenanted and agreed, by and between the said parties hereto, that every covenant, article, clause, agreement, matter and thing, mentioned and contained in the said herein-before recited contract, bearing date the twenty-ninth day of November, one thousand eight hundred and ten, shall so far as the same shall not be altered by these presents, be and remain in as full force virtue and effect, in respect to this present contract, as if the same had been herein repeated and expressed between the said parties hereto.

And it is hereby further covenanted and agreed upon, that if the said John Larking, his executors or administrators, shall, at the expiration of the respective periods of the term of this

this contract, have failed or made default in supplying and delivering into store at the said Dock Yards, or any one or more of them, all or any part of the said oak timber, knees, thick-stuff, oak plank, elm timber and treenails, within the periods in which the same ought to have been supplied and delivered, that then and in either of the said cases, the said John Larking, his executors or administrators, shall and will well and truly pay or cause to be paid on demand to the Treasurer for the time being of His Majesty's Navy, for the use of His Majesty, His Heirs and Successors, for or towards satisfaction of the damage His said Majesty, His Heirs and Successors, may have sustained by any breach or non-performance of this contract, or otherwise permit and suffer the said Commissioners, parties hereto, or the Commissioners of His Majesty's Navy for the time being, to deduct and retain out of the monies which shall then be due or afterwards become due to the said John Larking, his executors or administrators, for any timber or other articles supplied in pursuance of this contract, such sum or sums of money as shall be at and after the rate or in the proportion of two pounds of lawful British money for every load of the said oak timber, knees, thick-stuff, plank and elm timber respectively, which shall be and remain undelivered at the expiration of the respective periods hereinbefore covenanted and agreed upon for the delivery thereof: And also such sum or sums of money as shall be at and after the rate or in the proportion of two pounds of like lawful money for every thousand of the said treenails which shall be and remain undelivered at the expiration of the said respective periods, or either of them.

And the said John Larking doth covenant and promise, that with every delivery of timber which he shall make at the said yards, there shall be sent an invoice or bill of parcels of the same.

And the said John Larking doth covenant and promise, that he will not give or cause to be given to any person whatsoever employed in His Majesty's service, in the Civil Department of the Navy, or to any person or persons on their or any of their behalves, or for their or any of their use, any fee, gratuity, or reward, for any favour shewn to him in relation to this contract on any pretence whatever on account thereof; and that with the first and last delivery of timber at the said yards, he will deliver to the storekeeper of each of the said yards respectively, a written declaration signed by himself, that he hath not promised, given or caused to be given, any money, bond, bill, note or other security for money, or any thing whatever by way of fee, gratuity or reward, contrary to the covenant last abovementioned.

And the said John Larking doth, for himself, his executors and administrators, also covenant, contract and agree, to and with the said Commissioners, parties to these presents, and he doth bind himself, his heirs, executors and administrators, unto the said Commissioners, in the penalty of five hundred pounds of good and lawful money, current in Great Britain, that he the said John Larking shall not, and will not at any time or times during the continuance of this contract, transfer or assign the same, or any part, share or interest of, in, or to this contract, or cause or procure this contract, or any part, share, or interest of, in or to the same, to be transferred or assigned to any person or persons whatever, without the authority and approbation of the said Commissioners, parties hereto, or the Commissioners of His Majesty's Navy for the time being, or any three or more of them, and without causing such authority and approbation, together with the assignment of the part, share or interest (which assignment it shall and may be lawful for them, with such authority and approbation as aforesaid to make and execute) to be endorsed hereon, and regularly signed in the presence of a credible witness, by him the said John Larking, and by the person or persons to whom this contract or any part, share or interest of, in or to the same, shall or may have been so transferred or assigned.

And if the said John Larking, his executors or administrators, shall at any time make, do, execute, commit, or willingly or knowingly suffer any act, deed, matter or thing whatsoever, whereby, or by reason or means whereof this contract, or any part share or interest of, in or to the same, is, can, shall or may be transferred or assigned, without the authority and approbation of the said Commissioners, and without an indorsement thereof being made hereon and assigned as aforesaid, then and in such case it shall and may be lawful to and for the Commissioners of His Majesty's Navy, parties hereto, or the Commissioners of His Majesty's Navy for the time being, or any three or more of them, by writing under their hands, directed to the said John Larking, to declare this contract to be dissolved, and become absolutely null and void; and that on the delivery of such last mentioned writing to the said John Larking, or leaving the same at his last place or places of abode, this present contract, and every article, clause, matter and thing herein contained, shall from thenceforth be dissolved, and become absolutely null and void, to all intents and purposes whatsoever.

And the said John Larking doth, for himself, his executors and administrators, further covenant, contract and agree, that whenever this contract, or any part, share or interest of, in or to the same, shall by the said Commissioners be allowed to be transferred or assigned to any persons whatever, he the said John Larking, and any other person or persons to whom any transfer or assignment of any part, share or interest of and in such contract may have been before made, shall and will, prior to such transfer or assignment being made, produce to the said Commissioners an affidavit made by himself or themselves, as the case may require, that he or they hath not or have not, at or before the time of making such affidavit, taken, received or derived, and that he or they will not at any time thereafter take, receive or derive, either directly or indirectly, any profit, emolument, recompence or reward, for or on account or by reason or means of such transfer or assignment.

And the said John Larking doth for himself, his executors and administrators, likewise further covenant, contract and agree, to and with the said Commissioners, parties hereto, that if this contract, or any part, share, or interest of, in or to the same, shall at any time be transferred or assigned to any person or persons as aforesaid, that in such case he the said John Larking shall and will, notwithstanding such transfer or assignment, be responsible to the said Commissioners for the due and faithful execution hereof, by the person or persons to whom such transfer or assignment may be made; and in case such last mentioned person or persons shall fail or neglect to comply with the terms of this contract, or any part thereof, he the said John Larking shall and will be accountable, and he doth bind himself, his heirs, executors and administrators, to the said Commissioners, in the same penalties as he and they would have been liable to if no such transfer or assignment had taken place.

And lastly, for the true performing and keeping all and singular the said covenants, articles and agreements, on the said contractor's part to be done and performed, he the said John Larking doth bind himself, his heirs, executors and administrators, unto the said principal Officers and Commissioners of His Majesty's Navy, parties hereto, in the penalty of forty-five thousand pounds of lawful British money.

In witness whereof the said parties to these presents have hereunto set their hands and seals, the day and year first above written.

JOHN LARKING, (L.S.)
F. J. HARTWELL, (L.S.)
J. TUCKER, (L.S.)
R. SEPPINGS, (L.S.)

Sealed and delivered (being first duly stamped) in the presence of

C. W. Foster.

Copy.

R. A. Nelson.

—(48—4.)—

Navy Office, 13 May 1814.

AN ACCOUNT, showing the Quantity of Oak Timber delivered into His Majesty's Yards by Mr. LARKING, under his Contract, dated 5th February 1814, prepared pursuant to a Precept from a Select Committee of the House of Commons on East India Shipping, dated 5th Instant.

	Loads.	
Sided Oak Timber - - -	1,497	- - - rough contents.

F. J. HARTWELL. R. SEPPINGS. H. LEGGE.

N. B. Although the above quantity only has been received at the yards, the purveyor has marked 2,746 loads, in addition to the above, in part of the contract.

F. J. H. R. S. H. L.

—(48—5.)—

Navy Office, 19 May 1814.

AN ACCOUNT showing the Quantities of English and Foreign Oak Timber, Knees, Thickstuff and Plank, expended in each of the under mentioned years, in His Majesty's Yards at Deptford, Woolwich, Chatham, Sheerness, Portsmouth, and Plymouth.

DESCRIPTION.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.	1811.	1812.
	Loads.	Loads.	Loads.	Loads.	Loads.	Loads	Loads.	Loads.	Loads.	Loads.
English Oak Timber and Knees, in rough contents	21,427.	30,728.	25,550.	37,813.	23,903.	26,674.	32,694.	27,014.	25,522.	34,403.
Foreign - - D° - - D° - D°	5,937.	2,709.	1,295.	4,202.	5,365.	16,355.	13,157.	7,517.	13,013.	25,633.
English and Foreign Thickstuff D°	5,275.	6,572.	3,350.	6,127.	6,520.	5,077.	6,257.	4,155.	2,302.	5,815.
- - D° - - - Plank - D°	7,395.	11,385.	11,305.	11,090.	10,042.	12,780.	12,367.	9,107.	7,342.	8,495.

F. J. HARTWELL. HEN. PEAKE. H. LEGGE.

— (49.) —

Copy of a LETTER from Plymouth Officers, on the building and fastening of the DUBLIN; dated 27th March 1813.

Honourable Sirs, Plymouth Yard, 27th March 1813.

YOU having been pleased to direct us, by your warrant of 27th ult. and 2d inst. that the Dublin should be taken into dock, carefully surveyed, and refitted for channel service, with all the dispatch that may be:

We beg leave to acquaint you, That in obedience thereto, and that no time might be lost, we have taken a careful survey of her defects, alongside the North Middle Jetty (she having lost the springs to get into dock) taking to our assistance three experienced carpenters (named in the margin) and find as follows:

In the HOLD, FORE LIGHT ROOM:—The lead on the flat and before the lanthorns, is much broken, and several of the nails in the lead of the flat and in the tin on the bulk heads, are worked out.

On the ORLOP:—The lead in the passage to the magazine is much broken, and worked up from the nails; there are nine keys to the heads of the riders under the beams worked out and gone, and one is out one inch.

The ship appears very wet on the clamps and timbers, by the leakage from the sidework of the deck and scuppers, occasioned, we conceive, by the chocks under the beams lifting up and disturbing the deck and caulking above, which has occasioned fungus to appear on many of the clamps, timbers, &c.

GUN-DECK:—We find ten beams short from being close to the timbers, from a quarter to five-eighths of an inch, and there are 18 other ends which are plated; there are 11 keys to the chocks under these beams, that have worked loose from $\frac{1}{2}$ to $1\frac{1}{2}$ inch out; all the scuppers to this deck (the foremost ones excepted), most of the nails in the loops which fastened them to the first strake of the flat, have been either broken or worked out. The oakum in the side seam of the waterway and spirketting, is found to be dry but slack; the first seam on the flat, the oakum is very wet, and will require to be raved out; the butts or seams of the flat in general very slack and partially wet, and the oakum in several places much out of the seams; the deck and sidework requires a general caulking.

UPPER DECK.—We find 15 keys to the chocks under the beams, to have worked loose from three-eighths to $3\frac{1}{2}$ inch out; and the nails in the laps of the scuppers which secured them to the first strake on the flat, many are broken and others worked out. From the 8th to the 19th beam, from forward on the starboard, and from the 11th to the 17th beam on the larboard side, the inner edge of the waterways appear to have been forced up from the beam about a quarter of an inch. The caulking of the side seam on the flat is exceeding wet, and some of the oakum worked up, as it is round the topsail sheet and jeer bits; the whole requires to be raved out, and the remainder of the oak work and flat of the deck, requires a general caulking; the clamps and short stuff between the ports under it are exceeding wet, and exhibit symptoms of much water having gone through.

QUARTER-DECK, FORECASTLE, and WAIST:—There are 10 keys to the chocks under the quarter-deck beams that have worked loose from half to two inches out; one iron knee to the after beam on the larboard side is broke in the throat; the lee plate at the head of the starboard maintopsail sheet bitt is broke. The oakum has worked up from the first seam on the flat in sundry places, as it is also round the wheel stantion, and round the fore jeer bitts; and the decks and sides want a general caulking, and symptoms of leaks having come down the side from the forecastle aft, more or less.

ROUNDHOUSE:—There are two hanging knees on the larboard and one on the starboard side sprung; the oakum has worked up from the first seam on the flat, and the deck wants a general caulking; and the lead to the fore part of the taffrail is much broken.

WITHOUT BOARD:—The second chainbolt from forward, on the starboard side, is worked out near five inches; the foremost one on the larboard side is broke off. The lead under the ballusters, on the rails, and to the water tablings, is much broken; the oakum is worked out of the seams of the upper and lower counters. The copper has been started off the bottom, by her straining, about 100 feet on both sides, between the fore and mizen channels, some as far down as we can perceive; and the wales and sides require a general caulking.

Having stated, for your Honour's information, the defects which have appeared to us, which exceed any that we have ever before experienced in a new ship; and as she is fastened in a new and particular manner, we are at a loss to make good these defects, without interfering with the present mode of fastening, and therefore must request, that you will be pleased to direct us what additional fastening we shall introduce, as this ship will, in our humble opinion, require a much greater increase of weight to be added to her topsides, in order to prevent the racking and leaking, than was heretofore used by us to prevent similar causes, which you signified your disapprobation of, by your warrant of 7th September 1810. We have thought it our duty to submit this Report for your consideration as soon as possible, that there may be no delay in carrying your orders into execution. Waiting your directions,

We remain, &c.

(Attested)	J. TUCKER.	J. ANSELL.
R. A. Nelson.	J. WEEKES.	E. CHURCHILL.

Joseph Matthews - - St. Vincent.
John Cooper - - - Spencer.
John Davy - - - - Implacable.

— (50.) —

Copy of a LETTER from the Master Shipwrights of Chatham, Portsmouth and Plymouth Yards, on the building and fastening of the Rodney, dated 10th April 1813.

Sir, Portsmouth Yard, 10th April 1813.

CONFORMABLY to the directions contained in the Honourable Navy Board's letter to you of the 2d instant, directing that we attend you at this Yard on the 7th instant, and proceed on a minute examination of His Majesty's Ship Rodney, and take into our consideration the report of Henry Peake, Esq., and the report made by the Plymouth officers on the defects and signs of weakness shewn by the Dublin, as stated in their letter;

We beg to make the following statement of the defects discovered, after examining the Rodney, in this Harbour, two different times; and also our opinion of the additional fastenings which we humbly conceive will be necessary to put this ship in a state for service at sea.

Defects discovered on our Survey.

ROUND HOUSE:—The lead on the fore part of the taffrail is broken; the fore-mast beam is sprung on the starboard side; there are four hanging knees on the starboard, and five on the larboard side, appear strained, rend and sprung. The bulkheads in the Captain's cabin appear much disturbed by the racking of the ship.

QUARTER DECK:—Some partial leaks appear on the clamps, proceeding from the first seam on the flat of the deck next the waterways; the seams are wide, and the oakum wet fore and aft; one key to the chock on the larboard side, abreast the mizen mast, is worked loose, and the jee plates to the jeer bitts appear strained by her racking.

FORECASTLE:—There appear some partial leaks from the first seam on the flat next the waterways, on the clamps, and string in the waist.

UPPER DECK:—There are some symptoms of her working on the fastenings of this deck, on both sides, from the after to the fore hatchway, from one-eighth to three-eighths of an inch, it is more perceivable at the upper side of the beam than below; the seams to the first strake on the flat are wide, and the oakum has been wet, and there are marks of water having come through on the clamp and stuff beneath; the plates to the 13th, 15th and 16th beams, from forward on the starboard, and 9th, 11th and 15th on the larboard side, we have caused to be unbolted; on the larboard side, find some of the holes double bored and others oval; the 16th beam on the starboard side from forward, is decayed, also the upper end of the chock beneath it; the upper bolt in this chock was not through the ship's side; there are three wood-hanging knees sprung, and require shifting; the lodging-knee to the 24th beam from forward, on the starboard side, there is a hole bored for a bolt, but only putty found therein; the carlings before the foremast beam are short of their scores in the breast-hook, about three-quarters of an inch. The rest of the works on this deck appear firm and good, some of the beams are from one-eighth to five-eighths of an inch short at the ends.

GUN DECK:—The first and second strakes of the flat of this deck next the waterways, are taken up; there are signs of partial leaks in the clamps fore and aft, the waterways are very close down on the beams, some of the beam-ends appear short from one-quarter to five-eighths of any inch; we have caused to be unbolted the plates to the chocks of No. 9, and half-beam in wake of the mainmast starboard side, the upper hole in the beam is a double one; and on the larboard side, we have caused to be unbolted the plates to beam No. 11, and a half-beam in the wake of the main-hatch, also beam No. 15, the upper hole and third down are gulled; in beam 15 the lower hole had two bolts in a double hole, one about four inches long, the other a pointed one.

The beams appear in some places from the shelf piece and clamp, from one-quarter to three-eighths of an inch; the plank on the flat is much shrunk, and the seams and butts are wide.

The standard to the fore-mast-riding-bitts is short three-quarters of an inch, and the after one half an inch on the upper part.

ORLOP DECK:—Some of the lead in the magazine passage is broken, and some of the beam ends are short from one-quarter to three-quarters of an inch, no other defects discovered on this deck.

IN HOLD, and without board:—No defects discovered.

Additional Security proposed.

ROUND HOUSE:—As there are nine hanging knees sprung and broke, we would recommend adding six or eight pair of iron knees to be placed under the beams.

QUARTER DECK:—To have three additional iron knees on each side to the beams abreast of the main-mast, and as far aft as the after ladderway, and to shift the first strake on the flat to make good the seams.

SKID BEAMS:—To unbolt the iron knees, as also the hanging knees to the fore-part of the quarter-deck, and after-part of the forecastle, to bring on a shelf piece under the skid beams, 10 feet before the after-beam of the forecastle, and to run 10 feet abaft the fore-mast beam of the quarter-deck, to bolt the skid beams thereto, and re-fasten the iron knees.

UPPER DECK:—As there are symptoms of this ship racking at the sides, we would recommend an additional iron hanging knee to every beam and half beam on this deck, that is fastened with chocks and plates; and three beams from the main to the after hatch-

way,

way; to have an additional iron lodging knee, also to shift the first strake of the flat on both sides, in order to make good the seams; to replace a defective beam and chock. To prevent the ship from dropping forward, we would recommend the fore-mast shifts of the flat to be coaked to the beams and breasthook, and also bolted.

Lower Deck:—In order prevent the racking on this deck, and to keep down the ends of the beams, that they may not be lifted by the rolling of the ship, we propose an iron strap to be let over the ends of every beam, as near the end as possible, this strap to be made from a flat bar of iron of one inch thick and five broad, which plate is to be formed into a bolt of $1\frac{1}{8}$ inch diameter at the ends, to embrace the beam, and drove through the shelf piece; on the ends of this strap is to be a screw, on which nuts are to be fixed, and hove taught on a plate; the flat of the deck requires to be taken up, and relayed.

Orlop Deck:—To prevent the lifting of the beams, we would in the first place recommend, that iron wedges be drove on the ends of the beams under the strake above them, and that a chock be put above every beam, and scored three inches into the chock under the gun deck beam (which comes over the beams) and secured about $1\frac{1}{2}$ inch into the upper side of the orlop beams, to make abutment aloft and below, and to be dovetailed, and drove in a fore and aft direction, bolted and nailed to the side to prevent their working out, and to bolt the shelf pieces to the beams all fore and aft; but we are of opinion, the lodging knees, as proposed by Mr. Peake, for the gun deck beams, would be found necessary, especially for this deck, when the ship is exposed to heavy rolling.

In Hold and Outside:—Nothing in addition wanted for strength or security, she will require a general caulking, &c. &c.

N.B. The beams of the several decks that are short to have iron plates driven behind them.

We consider it our duty to observe, that many of the defects which appear in the Rodney, would, in our opinion, have presented themselves in a ship that was built conformably to the usual custom of shipbuilding, especially if sent on service to a hot climate, as soon as launched, the evils of which are very conspicuous in the Rodney, particularly in the shrinkage of the flat of the lower gun deck, which in many places have seams of one inch and upwards.

As there are many ships fastened similar to the Dublin, and as they have in no instance presented such signs of weakness as that ship has, we are apprehensive that an insufficiency of workmanship may be discovered when she is opened in order to make good the defects.

Herewith we return the drawings.

And are, Sir,
Your most obedient Servants,
(Signed) N. Diddams.
J. Tucker.
R. Seppings.

(Attested)
R. A. Nelson.

—(51.)—

Copy of a LETTER from the Officers of Plymouth Yard, on the building and fastening of His Majesty's ship Ardent, dated 12 May 1804.

Honourable Sirs, Plymouth Yard, 12th May 1804.

IN obedience to your warrant of the 30th, and letter of the 31st March last, we beg leave to acquaint you, that we have been on board His Majesty's ship Ardent, in Cawsand Bay, to examine into her defects and the causes of them; and the following is the result thereof:

The ship is in want of a general caulking (particularly in wake of the riders); one of the butts of the wales on the larboard side aft started off; several planks of the buttocks on each side, together with the lower and upper counters required additional fastening, having worked much; one iron hanging knee on the larboard side of the gun-deck broke in the throat, appearing to be from its being badly welded; and two iron lodging ditto on the larboard side of the upper deck broke in wake of the bolts; several of the fore and aft bolts of the gun, upper and quarter decks, also the forecastle worked wholly out, and others partly so, in consequence of many of the bolts being short; the better to describe which we have caused a plan to be taken, and shall transmit the same to your Honours, by the coach that goes from hence to-morrow morning; the exact lengths of all the short bolts, as described in the plan, could not be ascertained, but some that worked out were only five inches, and others nine inches long.

The defects of the orlop (if any) could not be ascertained, in consequence of the hold being fully stowed. The whole is submitted to your consideration; and remain,

Honourable Sirs,
Your most obedient humble Servants,
Joseph Tucker.
J. Ancell.
Edw. Churchill.
Jas. Jagoe.

(Attested)
R. A. Nelson.

Honourable Navy Board.

—(52.)—

Copy of a LETTER from Commissioner Grey, on the building and fastening of the Rodney, dated the 12th April 1813.

Gentlemen, Portsmouth Yard, 12th April 1813.

I HAVE received your letter of the 2d instant, acquainting me that in consequence of the directions of the Lords Commissioners of the Admiralty, signified in Mr. Barrow's letter of the 29th ultimo, you had ordered Mr. Tucker, master shipwright of Plymouth, and Mr. Seppings, master shipwright of Chatham Yard, to attend me on Wednesday the 7th instant, and desiring that, on the arrival of those gentlemen, I would, in pursuance of their Lordships further directions, and in conjunction with Mr. Diddams, the master shipwright of this yard, proceed on a minute examination of His Majesty's ship Rodney, and in return I send you enclosed, for the information of their Lordships, the report of Messrs. Diddams, Tucker and Seppings thereon, as desired, and to which, for the reasons assigned by those gentlemen, I beg to signify my approval.

But as I also consider myself called upon to report on the mode of fastening beams to the sides of ships, as proposed by Mr. Peake, and although I feel great delicacy in offering an opinion on a professional question of such magnitude, and on which no person can be so competent to decide as those who are brought up as shipwrights, yet from the conversation I have had with the three builders, and the explanations given me on the subject by them, added to my own observations, it appears very clear to me, that ships beams so fastened will not answer without *great additional* security at their ends, to keep them down on the clamps.

I am, &c. &c.
GEO. GREY.

P.S. The drawings referred to in your letter were returned by the coach last evening.

(Attested)
R. A. Nelson.

—(53.)—

A Copy of the Defects of His Majesty's Ship Rodney.

Pursuant to an Order from Sir Edward Pellew, bart. Vice Admiral of the Red, and Commander in Chief, &c. &c. &c.

Port Mahon, Minorca, 30th January 1812.

WE, whose names are hereunto subscribed, have been on board His Majesty's ship Rodney, and there have taken a strict and careful survey on the defects of the said ship, and do find as follows; namely,

The lower deck has worked very much fore and aft, not only at the sides but midships also; the oakum being forced up out of the seams and butts clearly, proves the ship to be very weak about that part, which may be chiefly owing to the mode of fastening. The shelf-piece under the ends of the beams are well bolted through the ship's side, but appears to be secured with a dowel only.

We are of opinion, that a bolt may be introduced down through each beam and shelf-piece, secured with a forelock. We also recommend, that bolts ragged at the points (not nails) be put in all the planks of the lower deck. This no doubt will be of use, but can only be considered as partially so.

We are of opinion, that lodging knees or iron standards will be necessary for the better securing the beams to the ship's sides.

The ship is very much in want of caulking.

We find in the magazine several leaks, some of which proceed from the bitts working.

The magazine is, in general, very damp.

And we do further declare, that we have taken this survey with such care and equity, that we are willing (if required) to make oath to the impartiality of our proceedings.

Given under our hands, on board His Majesty's ship Rodney, in Port Mahon, Minorca, this 30th January 1812.

(Signed) F. FIFE, Carpenter, H. M. S. Caledonia.
W. TROUNSELL, Carpenter, H. M. S. Hibernia.
H. CRUSO, - - - - - - - - - Royal George.
Jos. J. JAY, Master Shipwright, Mahon Dock-yard.

(Attested)
R. A. Nelson.

—(54.)—

Copy of a LETTER from Commissioner Peake, on the building and fastening of the Dublin; dated the 20th March 1813.

Gentlemen, Navy Office, 20th March 1813.

IN compliance with the directions of the Lords Commissioners of the Admiralty, signified by Mr. Barrow's letter of 13th instant, to report how many and what ships, by name, are fastened similar to the Dublin; a plan of which is required to be transmitted to their Lordships, with one of the remedy proposed; stating, at the same time, whose plan the latter is considered to be.

As plans for attaching the beams to the sides of the Fame, Invincible, Duncan, Rodney, Dublin, &c. were conformable to proposals of mine, I consider it to be my duty to explain to the Board, for the information of their Lordships, the reasons which induced me to recommend a departure from the long established modes of securing the beams of ships of war to the sides with knees, standards, and riders.

In the early part of 1805 (I was then master shipwright of Deptford Dock Yard) the store of knee timber was so much reduced, as to render it impossible to proceed with the works of the Fame, then building, notwithstanding every possible means had been taken by the Navy Board to procure knee timber from contractors and elsewhere for that ship; at the same time, the works of the Ocean (building at Woolwich) were too much retarded for want of knees, (that yard having been called on to furnish knees for building the Hibernia, at Plymouth,) the very great and pressing demands made at that period for knee-timber, and from the assurances of the timber merchants and others, that appropriate knee timber was not procurable; and there was reason to fear, that in a very short period very few knees would be found fit for the navy; these circumstances induced me to prepare a plan and a model, describing the mode I would recommend for attaching the beams of the several decks of the Fame to the sides, without the aid of knee timber; and recommended, in the event of that plan being adopted, to send the knees then in Deptford Yard to Woolwich, for the Ocean; to which proposal the Board was pleased to accede, and orders were given accordingly in March 1805.

In June 1806 I was appointed Joint Surveyor of the Navy; and from being placed in the Committee for Stores, it soon became manifest to the Committee, and also to the Board, that knee timber could not be obtained for the service of the dock yards, nor even to answer the demands made by the merchant ship-builders, most of whom were under the necessity of requesting permission to use any substitute for knees which the Navy Board should judge to be proper for completing the ships of war contracted for.

Under such circumstances, and as a Surveyor of the Navy, it became my bounden duty to use my best endeavours to form some plan for the connecting the beams of ships of war to their sides, without the aid of knee timber.

In order to assist me in this pursuit, I examined the several varieties within my knowledge proposed for that purpose; and I had reason to believe, that the mode at that time on trial on the Ocean at Woolwich, would be found not to answer all the purposes required; because, although it appeared calculated to prevent the separation of the sides of the ship from the beams, it nevertheless appeared to be very little adapted to prevent the transverse or angular racking in the sides and decks, when ships were rolling in a heavy sea.

With regard to the mode proposed at that time by Mr. Roberts (the Assistant to the Surveyors) for securing the beams, in lieu of wood knees, &c. &c. it appeared to me as a very superior mode to that used on the Ocean, because the connection of the beams to the sides, was, in my opinion, more secure, with the additional advantage of resisting materially the angular racking of the sides and decks, when labouring in a sea; provided, however, the iron from which the knee plates were made should be uniformly good in texture; and that the workmanship in regard to the weldings made perfectly sound.

It was, however, the opinion of many intelligent persons at that time, as well as my own, that such knee plates would, at any rate, be very difficult, if at all practicable, to be made sound in their weldings, however careful the workmen should be, particularly when made by contractors; consequently there seemed (to me at least) but little prospect, or good reason to hope, that knee plates so formed could be made so generally sound on their shutting up or weldings, as to insure their sufficiency for the services for which they were intended. This opinion appears to have been at that time well founded, from the breaking of many of the knee plates on the trial they underwent before their use in the ship, not only on those made in the private yards, but also on those made in the King's yards.

I would here beg to remark, that the Aboukir, at the time of being launched, stopped on the slip, and when lying on her bilge, broke five of the knee plates in the weldings.

In order to remove what I judged, at that period, an insurmountable objection to the use of welded knee plates, I proposed to secure the beams to the sides of the Invincible, as described by the original accompanying drawing, No. 1.

The mode of working thick-waterways and shelf-pieces are not of my contrivance, and were not recommended by me until I had given the subject my best and most deliberate consideration; nor even then, until it had been submitted to professional and other intelligent men, both belonging to and out of the service, who I then thought, and continue to believe, to be good judges of the subject.

In addition thereto, two very intelligent and professional officers (Mr. Seppings and Mr. Barrallier) have subsequently recommended plans similar in principle to that of the Invincible (see N^os^ 4, 5, and 6) the principal difference being, that, in Mr. Sepping's plan, the chocks or supports under the beams are not carried so far in from their ends, as in my plan (see N^os^ 1 and 4.) by about ten inches; and in Mr. Barrallier's plan (N° 6,) the chock is about ten inches farther from the end of the beam than in my plan.

From the accompanying Reports, their Lordships will perceive, that wherever the materials have been seasoned, the plan has proved amply sufficient; and that several of the ships so fastened appear to have been even stronger than ships built on the old plan, with knees, &c. particularly in one very important part, viz. that of its having closely preserved the connection of the beams of the deck to the sides of the ship; whereas, in the old mode of fastening with knees, few, if any instances, can be produced, in which a separation of the sides from beams had not taken place in a greater or less degree; and in some cases so much so, as to leave the beams from one inch to two inches at each end short of the timbers of the frame, although, on the other hand, I am ready to admit, that the beams ends do appear to have moved, where from shrinkage, the waterways have receded from and ceased to press upon the beams.

The advantage of the shelf-pieces, which Mr. Seppings, in my opinion, considers as the most useful contrivance in ship-building (which we have borrowed from the French,) seems to be good; and the iron plates let into the chocks and beams, have not, in any instance, to my knowledge, failed.

I would, notwithstanding, recommend introducing iron lodging knees to the end of the gun-deck beams, in order to secure their ends from moving (drawing, N° 3,) when, from the shrinkage of the wood, the waterways shall have ceased to press upon the ends of the beams.

I humbly propose, for their Lordships consideration, whether it may not be likely to prove advantageous to the service, if such persons as their Lordships may judge fit, were directed to consult together on the best method of fastening the beam of His Majesty's ships to their sides.

H. PEAKE.

(Attested)
R. A. Nelson.

—(55.)—

Navy Office, 9th May 1814.

AN ACCOUNT of the length of Service, before requiring Repair, of His Majesty's Ships Ardent, Rodney and Dublin.

Rate.	Guns.	Ships Names.	Length of Service before requiring Repair.
3.	64.	Ardent - - - -	From 7th August 1796 to 1st April 1802.
- -	74.	Rodney - - - - -	- - 10th April 1810 to 17th October 1812.
- -	- -	Dublin - - - -	Has not been repaired, had additional iron knees in May 1813.

F. J. HARTWELL, R. SEPPINGS, H. LEGGE.

— (56.) —

[Referred to, in Mr. Noakes's Evidence, p. 340, Minutes XII.]

An Account of all the SHIPWRIGHTS and Workmen of other Denominations, employed in the Building and Repairing YARDS on the River *Thames*;—from 1803 to March 1814:—Viz.

No. 1.—An Account of the Average Number of SHIPWRIGHTS only, employed in the Building and Repairing Yards on the River *Thames*; from 1803 to March 1814.

No. 2.—A similar Account, for the same period, of WORKMEN OF ALL CLASSES, employed in the same Yards.

No. 3.—The Accounts of the WORKMEN OF ALL CLASSES in the SEVERAL Building and Repairing Yards on the River *Thames*; from 1803 to March 1814. [1. to 19.]

No. 1.—An Account of the Average Number of SHIPWRIGHTS employed in the under-mentioned Building and Repairing YARDS, on the River *Thames*, from 1803 to 1814; in the months of March, June, September and December, in each.

Pages. — No. 1.	Building and Repairing YARDS.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.	1811.	1812.	1813.	1814, March.
2.	Wigram & Co.	178	178	353	350	271	282	268	345	370	190	*406	18
4.	Barnard & Co.	106	169	179	74	174	141	137	146	137	201	84	124
5.	Brents - -	134	250	261	222	147	220	325	254	273	278	57	46
7.	Pitchers at Northfleet	59	77	145	63	104	38	69	45	138	80	59	6
8.	Pitchers at Blackwall	- -	- -	- -	- -	77	101	93	131	75	91	76	19
9.	Dudmans - -	47	146	140	65	69	126	108	179	104	88	3	2
11.	Mestear - -	62	19	51	22	24	59	60	53	62	45	32	9
13.	Thompson -	30	14	16	17	12	17	13	28	31	12	14	32
15.	Young & Co. -	32	45	47	59	17	53	52	44	36	48	43	12
16.	Hills - - -	25	29	80	42	49	59	102	129	91	46	107	24
18.	Curling & Co.	90	69	98	67	138	142	204	198	220	142	257	73
20.	Dowson & Co.	29	38	25	19	27	66	57	63	31	27	58	28
22.	Tibbutt & Co.	14	35	27	30	24	58	36	58	22	42	48	47
23.	Ayles & Co. -	69	61	62	65	53	78	66	76	69	55	55	55
25.	Longbottom & Co.	36	29	22	37	20	23	34	50	17	24	14	7
28.	Beatson & Co.	- -	- -	- -	- -	- -	28	24	70	43	37	30	32
29.	Mews & Co. -	- -	- -	- -	22	18	24	21	23	31	19	20	—
30.	Blackett & Co.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	38	17
31.	Fletchers - -	100	86	78	103	72	87	86	90	87	53	79	116
	TOTALS -	1,002	1,245	1,584	1,248	1,296	1,602	1,755	1,982	1,837	1,478	1,474	657

* Wigrams & Green built in this year (1813) Ten Frigates, and launched One Indiaman.

(56.)—Shipwrights, &c employed in Building and Repairing Yards—*continued.*

N° 2.—An Account of the Average Number of WORKMEN of the several Classes, employed in the under-mentioned Yards on the River *Thames*, from 1803 to 1814, in the months of March, June, September, and December, in each Year; from the Returns hereto annexed [1—19.]

Pages. — N° 2.	Building and Repairing YARDS.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.	1811.	1812.	1813.	1814. March.
2.	Wigrams & Co.	325	498	604	598	505	496	462	554	616	392	* 758	77
4.	Barnard & Co.	225	317	343	168	290	278	274	285	306	350	172	218
5.	Brents - - -	248	401	418	364	289	403	528	452	483	452	134	107
7.	Pitchers, at Northfleet -	126	173	247	153	211	150	171	130	248	178	157	27
8.	Pitchers, at Blackwall -	- -	- -	- -	- -	122	169	150	193	121	141	116	27
9.	Dudmans - -	160	290	309	193	229	313	236	340	316	174	21	7
11.	Mestears - -	145	64	112	68	67	127	135	116	127	103	91	46
13.	Thompson - -	41	21	40	39	33	40	39	61	52	29	33	52
15.	Young & Co. -	87	104	97	106	40	119	112	100	90	114	99	47
16.	Hills - - -	66	101	140	98	92	126	179	221	174	114	211	92
18.	Curling & Co. -	170	154	196	132	224	218	309	304	339	232	370	138
20.	Dowson & Co.	67	97	63	60	70	117	103	121	71	68	120	78
22.	Tibbutt & Co. -	35	60	55	59	51	95	64	94	47	74	83	60
23.	Ayles & Co. -	123	122	122	123	102	133	104	136	122	108	101	129
25.	Longbottom & Co. - - -	55	48	38	59	38	39	51	70	36	40	27	20
28.	Beatson & Co.	- -	- -	- -	- -	- -	58	52	59	87	87	87	87
29.	Meux & Co. -	- -	- -	- -	33	25	34	27	35	43	29	32	26
30.	Blackett & Co.	- -	- -	- -	- -	- -	- -	- -	- -	- -	- -	85	7
31.	Fletchers - -	113	108	100	122	88	108	102	108	109	85	101	140
	TOTALS -	1,986	2,558	2,884	2,375	2,476	3,023	3,098	3,379	3,387	2,750	2,797	1,385

* Messrs. Wigrams & Green built in this Year (1813) Ten Frigates, and launched One Indiaman.

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[1.]—A Statement of WORKMEN employed in *Blackwall* Yard, at the different Years as under-mentioned; by Messrs. Wigram and Green.

	Shipwrights	Caulkers.	Sawyers.	Joiners.	Black-smiths.	Labourers.	TOTAL.	Average.
1803:								
March - -	93	3	30	16	39	18	199	325.
June - -	164	37	28	17	45	27	318	
September	216	39	20	20	39	29	363	
December -	240	36	28	20	44	54	422	
1804:								
March - -	190	27	38	18	41	54	365	498.
June - -	200	32	70	20	41	80	443	
September	400	46	58	22	45	90	661	
December -	320	23	56	23	27	74	523	
1805:								
March - -	346	29	86	20	47	109	637	604.
June - - -	493	51	98	25	54	92	813	
September	207	13	84	20	41	53	418	
December -	366	23	42	23	28	66	548	
1806:								
March - -	290	21	46	18	44	54	473	598.
June - -	240	29	74	21	51	69	484	
September	550	54	66	23	56	108	857	
December -	320	48	56	25	54	77	580	
1807:								
March - -	241	77	46	19	52	49	484	505.
June - -	247	32	32	21	43	76	451	
September	363	31	88	26	47	74	629	
December -	233	11	100	22	43	48	457	
1808:								
March - -	270	31	56	15	36	46	454	496.
June - -	280	35	54	18	40	67	494	
September	360	43	64	30	48	76	621	
December -	220	26	46	25	42	58	417	
1809:								
March - -	295	27	74	21	43	56	516	462.
June - -	241	24	60	26	42	38	421	
September	310	27	48	28	41	50	504	
December -	229	27	48	24	35	43	406	
1810:								
March - -	252	24	62	25	34	42	389	554.
June - - -	377	32	68	27	44	54	602	
September	459	40	68	30	39	71	707	
December -	284	31	76	24	39	64	518	
1811:								
March - -	304	29	82	24	45	46	530	614.
June - -	429	35	80	26	47	93	710	
September	417	37	52	26	48	92	672	
December -	331	32	52	24	49	56	544	
1812:								
March - -	240	17	46	20	33	40	396	392.
June - -	260	29	30	25	27	42	413	
September	140	15	28	27	19	40	269	
December -	120	10	166	24	25	57	402	
1813:								
March - -	456	40	242	30	54	67	889	758.
June - -	450	29	208	40	56	71	854	
September	446	64	92	50	56	85	793	
December -	250	52	44	45	44	61	496	
1814:								
March - -	18	6	12	None	15	26	77	4.

The above is a correct Account. *W. Young.*

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[2].—WORKMEN employed by Messrs. Francis Barnard, Son, & Roberts.

	Shipwrights	Caulkers.	Sawyers.	Joiners.	Labourers.	Smiths.	TOTAL.	Average.
1803:								
March - -	66	3	42	11	36	20	178	
June - -	124	26	35	17	26	21	249	225.
September	127	23	44	16	27	20	257	
December -	109	20	40	17	27	13	226	
1804:								
March - -	132	21	52	15	44	18	282	
June - -	181	35	64	44	53	18	295	317.
September	186	27	56	19	53	19	360	
December -	178	20	46	14	52	21	331	
1805:								
March - -	283	35	56	29	59	23	485	
June - -	181	31	50	17	58	17	354	343.
September	52	24	34	10	38	16	174	
December -	200	33	42	17	45	23	360	
1806:								
March - -	24	5	12	5	27	17	90	
June - -	94	23	20	9	32	18	196	168.
September	91	18	26	9	33	17	194	
December -	89	13	38	10	29	15	194	
1807:								
March - -	103	25	44	19	35	23	249	
June - -	206	37	26	14	31	17	331	290.
September	92	28	30	12	35	15	212	
December	298	47	44	22	41	17	369	
1808:								
March - -	152	21	44	10	35	13	275	
June - -	157	20	40	13	29	14	273	278.
September	168	42	54	13	46	17	340	
December -	88	27	40	10	41	11	217	
1809:								
March - -	134	21	32	10	43	12	252	
June - -	99	23	32	9	40	14	217	274.
September	199	30	50	22	54	13	368	
December -	116	24	44	17	44	15	260	
1810:								
March - -	94	15	44	13	43	15	224	
June - -	157	22	42	10	44	17	292	285.
September	205	29	40	12	51	17	354	
December -	130	24	40	18	47	11	270	
1811:								
March - -	90	9	44	8	38	13	202	
June - -	176	24	32	12	40	13	297	306.
September	209	28	50	21	56	15	379	
December -	164	33	46	36	55	14	348	
1812:								
March - -	121	25	40	9	43	15	253	
June - -	153	32	46	19	43	15	308	350.
September	360	39	44	32	51	17	543	
December -	171	21	32	24	42	8	298	
1813:								
March - -	73	6	28	10	37	16	170	
June - -	102	24	28	10	28	15	201	172.
September	97	23	14	13	27	11	185	
December -	64	19	14	4	21	11	133	
1814:								
March - -	124	37	10	19	20	8	218	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[3.]—An Account of the Number of ARTIFICERS employed by Messrs. Daniel and Samuel Brent and Sons, at their Yards at *Rotherhithe*, in the Months of March, June, September and December, in the years 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, and in the Month of March 1814.

	Shipwrights.	Caulkers.	Sawyers.	Joiners.	Smiths.	Labourers.	TOTAL.	Average.
1803:								
March - -	180	25	34	14	18	36	307	
June - -	126	25	34	15	16	34	250	
September	86	22	20	12	20	34	194	
December -	145	20	18	11	20	29	243	
							994	248.
1804:								
March - -	190	24	24	19	22	25	304	
June - -	318	27	76	28	28	31	508	
September	223	33	30	16	26	42	370	
December -	270	33	42	19	23	37	424	
							1,606	401.
1805:								
March - -	277	26	52	16	24	42	437	
June - - -	289	33	22	23	26	42	435	
September	139	25	42	17	13	36	272	
December -	339	59	34	24	28	47	531	
							1,675	418.
1806:								
March - -	152	27	34	16	16	49	294	
June - -	226	30	20	16	24	38	354	
September	223	35	36	16	21	29	360	
December -	287	39	44	19	30	38	448	
							1,456	364.
1807:								
March - -	131	21	42	19	19	32	264	
June - -	157	43	32	19	20	36	307	
September	129	32	30	20	10	44	265	
December -	171	29	40	16	15	49	320	
							1,156	289.
1808:								
March - -	211	30	52	21	20	50	384	
June - -	249	26	48	21	24	53	421	
September	146	26	68	23	18	66	347	
December -	274	38	50	18	28	55	463	
							1,615	403.
1809:								
March - -	259	31	82	24	11	84	491	
June - -	272	21	60	22	14	50	439	
September	352	44	54	22	19	56	547	
December -	418	47	60	28	19	66	638	
							2.115	528.
1810:								
March - -	263	25	56	28	16	44	432	
June - -	259	27	62	23	17	59	447	
September	267	29	62	24	22	92	496	
December -	230	34	44	24	20	81	433	
							1,808	452.
1811:								
March - -	260	34	42	24	17	69	446	
June - -	121	15	38	17	16	73	280	
September	331	41	66	27	19	75	559	
December -	382	51	94	40	18	64	649	
							1,934	483.
1812:								
March - -	292	26	58	23	22	70	491	
June - -	249	29	36	24	22	44	404	
September	276	32	30	43	17	54	452	
December -	298	34	32	34	16	49	463	
							1,810	452.
1813:								
March - -	81	30	28	31	7	24	201	
June - -	8	23	4	9	4	10	58	
September	99	28	20	19	3	11	180	
December -	42	21	6	14	5	12	100	
							539	134.
1814:								
March - -	46	21	8	16	4	12	107	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[4.]—An Account of the Number of WORKMEN employed by Messrs. Thomas Pitcher and Sons, at their Ship Yard, *Northfleet.*

	Shipwrights.	Caulkers.	Sawyers.	Black-smiths.	Labourers.	Joiners.	TOTAL.	Average.
1803:								
March - 19.	41	3	16	8	31	4	103	
June - 11.	40	3	26	3	32	8	112	
Sept. - - 30.	63	14	22	9	25	9	142	126.
Dec. - - 24.	58	4	32	9	32	13	148	
1804:								
March - 17.	65	11	36	8	24	11	155	
June - - 9.	62	13	38	11	19	17	160	
Sept. - - 29.	68	14	30	9	23	10	154	173.
Dec. - - 22.	114	15	20	8	52	20	229	
1805:								
March - 16.	229	3	36	8	36	15	327	
June - - 8.	229	20	30	8	50	9	346	
Sept. - - 28.	50	12	30	7	35	8	142	247.
Dec. - - 23.	71	13	38	7	40	6	175	
1806:								
March - 15.	53	2	20	7	39	7	128	
June - - 7.	45	10	24	8	38	7	132	
Sept. - - 27.	68	17	28	11	45	9	178	153.
Dec. - - 20.	86	8	26	13	36	6	175	
1807:								
March - 14.	65	12	28	12	40	12	169	
June - - 6.	175	13	30	14	36	12	280	
Sept. - - 26.	120	10	30	14	35	9	218	211.
Dec. - - 14.	58	14	42	14	38	11	177	
1808:								
March - 12.	50	16	36	13	40	11	166	
June - - 4.	48	8	22	13	34	15	140	
Sept. - - 24.	22	1	28	11	32	5	99	150.
Dec. - - 24.	31	1	28	11	21	5	197	
1809:								
March - 11.	92	15	26	11	31	7	182	
June - - 3.	62	3	34	11	29	13	152	
Sept. - - 23.	68	9	38	12	31	6	164	171.
Dec. - - 23.	71	14	40	11	35	16	187	
1810:								
March - 10.	60	11	30	11	39	13	164	
June - - 2.	55	9	32	11	35	8	150	
Sept. - - 22.	39	5	20	8	33	6	111	130.
Dec. - - 25.	25	6	20	6	31	9	97	
1811:								
March - - 9.	243	31	26	7	43	13	363	
June - - 29.	109	4	30	12	36	12	203	
Sept. - - 22.	117	14	32	11	38	14	226	248.
Dec. - - 14.	83	21	34	11	40	10	199	
1812:								
March - - 7.	84	17	32	12	30	14	189	
June - - 27.	106	14	34	11	37	13	205	
Sept. - - 19	92	22	32	11	27	23	207	178.
Dec. - - 12.	40		28	7	30	8	113	
1813:								
March - - 5.	58	70	48	11	31	8	163	
June - - 26.	158	20	15	12	35	22	301	
Sept. - - 18.	10	19	4	5	26	4	78	157.
Dec. - - 11.	10	6	10	7	20	4	57	
1814:								
April - - 1.	6	1	4	3	12	1	27	27.

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[5.]—NUMBER of Shipwrights, Sawyers, Caulkers, Apprentices, Blacksmiths and Labourers, employed at Messrs. Thomas Pitcher & Sons Ship Yard at *Blackwall*, at the following Periods.

	Shipwrights.	Sawyers.	Caulkers.	Black-smiths.	Labourers.	TOTAL.	Average.
1807:							
September 19.	83	4	15	4	24	130	122.
December 12.	71	4	1	7	11	94	
1808:							
March - 5.	85	-	9	4	13	111	169.
June - - 25.	50	8	5	6	13	82	
September 17.	114	12	15	5	19	165	
December 10.	155	12	25	5	24	221	
1809:							
March - 31.	76	12	11	8	25	132	150.
June - - 24.	72	4	16	3	22	117	
September 16.	120	16	8	8	24	176	
December 9.	105	10	28	4	30	177	
1810:							
March - 31.	123	10	19	7	19	178	193.
June - - 23.	73	22	10	4	29	138	
September 15.	139	24	16	9	23	211	
December 8.	190	16	13	8	18	245	
1811:							
March - 30.	7	6	8	3	19	43	121.
June - - 22.	93	12	18	3	17	143	
September 14.	97	16	21	7	23	164	
December 7.	102	10	10	5	7	134	
1812:							
March - 28.	68	4	21	4	12	109	141.
June - - 13.	133	24	26	4	20	207	
September 12.	78	4	15	6	15	118	
December 5.	88	10	15	5	15	133	
1813:							
March - 27.	132	14	17	8	23	194	116.
June - - 19.	27	2	11	9	11	60	
September 11.	68	10	13	5	13	109	
December 4.	78	2	13	6	7	103	
1814:							
March - 26.	19	2	1	1	4	27	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[6.]—An Account of the Number of ARTIFICERS employed by Messrs. Dudman and Son, at their Yard at Grove Street, *Deptford*, in the Months of March, June, September and December 1803; up to 1814 inclusive.

	Shipwrights	Caulkers.	Sawyers.	Joiners.	Smiths.	Labourers.	TOTALS.	Average.
1803:								
March -	82	21	60	36	12	29	240	160.
June - -	30	9	24	10	12	27	112	
September	53	31	24	8	12	31	159	
December -	24	28	40	7	12	19	130	
1804:								
March -	101	20	58	16	13	27	235	290.
June - -	141	28	66	19	13	29	296	
September	158	25	60	14	13	36	306	
December -	184	31	48	11	13	37	324	
1805:								
March -	207	26	62	22	12	46	375	309.
June - -	142	23	30	21	12	50	278	
September	168	27	76	32	12	71	386	
December -	45	19	50	13	12	58	197	
1806:								
March -	72	19	32	9	13	43	188	193.
June - -	37	8	60	12	13	46	176	
September	68	20	48	7	13	44	200	
December -	83	17	30	13	13	54	210	
1807:								
March -	85	11	76	7	12	55	246	229.
June - -	95	22	76	11	12	55	271	
September	45	15	44	14	12	61	191	
December -	53	19	52	9	12	63	208	
1808:								
March -	115	33	56	14	13	58	289	313.
June - -	160	22	64	9	13	71	339	
September	122	26	58	17	13	68	304	
December -	108	23	38	10	13	30	322	
1809:								
March -	96	23	36	20	11	41	227	238.
June - -	54	15	36	4	11	27	147	
September	186	17	52	14	11	39	319	
December -	97	30	54	13	11	46	251	
1810:								
March -	91	28	56	9	12	46	242	340.
June - -	197	18	58	20	12	45	350	
September	203	26	46	28	12	43	358	
December -	225	24	58	29	12	64	412	
1811:								
March -	105	16	56	15	10	42	244	316.
June - -	190	18	58	19	10	57	352	
September	166	20	52	22	10	60	330	
December -	194	29	28	26	10	51	338	
1812:								
March -	107	6	22	17	11	19	182	174.
June - -	46	17	28	7	11	25	134	
September	141	23	28	13	11	28	244	
December -	61	22	12	3	11	28	137	
1813:								
March -	2	6	6	2	6	16	38	21.
June - -	10	0	4	5	6	4	29	
September	0	0	0	0	6	3	9	
December -	0	0	0	0	6	3	9	
1814:								
March -	2	0	0	0	4	1	7	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[7.]—Number of WORKMEN employed by P. E. Mestaer, Shipbuilder, at the following Dates, viz.

	Shipwrights.	Caulkers.	Sawyers.	Labourers.	Black-smiths.	Joiners.	TOTAL.	Average.
1803:								
March - 26.	85	27	14	17	12	15	170	145.
June - 18.	50	51	24	12	10	7	154	
September 10.	72	31	20	11	9	13	156	
December 31.	42	23	6	13	9	7	100	
1804:								
March - 24.	12	22	8	10	6	4	62	64.
June - 16.	20	13	12	13	8	8	74	
September 8.	9	12	4	3	6	1	35	
December 29.	37	16	12	11	6	4	86	
1805:								
March - 23.	95	15	26	19	8	14	177	137.
June - 15.	32	18	14	11	9	14	98	
September 7.	44	18	8	10	8	2	90	
December 28.	35	15	6	15	9	6	86	
1806:								
March - 22.	25	12	6	11	8	16	78	67.
June - 14.	14	10	6	11	8	6	55	
September 6.	24	11	8	8	8	7	66	
December 27.	25	18	6	9	6	8	72	
1807:								
March - 21.	18	16	8	8	6	1	57	67.
June - 13.	17	11	8	11	6	1	54	
September 5.	12	16	10	11	5	1	55	
December 24.	51	16	16	16	5	-	104	
1808:								
March - 19.	108	28	20	18	8	24	206	127.
June - 11.	52	19	16	16	5	6	114	
September 30.	53	29	8	16	6	2	114	
December 24.	24	20	10	13	5	2	74	
1809:								
March - 18.	29	25	8	14	5	6	87	134.
June - 10.	64	27	12	16	9	9	137	
September 30.	74	21	18	18	9	15	155	
December 23.	73	25	18	20	8	16	160	
1810:								
March - 17.	67	22	24	20	8	11	152	116.
June - 9.	26	4	20	15	6	5	76	
September 29.	56	13	12	14	6	8	109	
December 22.	62	17	14	16	6	13	128	
1811:								
March - 16.	86	16	18	17	6	15	158	126.
June - - 8.	60	15	16	14	6	13	124	
September 28.	56	19	10	13	5	5	108	
December 21.	46	23	16	12	6	14	117	
1812:								
March - 14.	64	18	12	11	5	5	115	103.
June - - 6.	44	17	8	9	6	3	87	
September 26.	30	19	8	10	7	12	86	
December 19.	44	35	12	14	6	13	124	
1813:								
March - 13.	30	15	10	9	4	9	77	91.
June - - 5.	28	24	4	9	6	18	89	
September 25.	34	31	10	9	5	12	101	
December 18.	36	25	14	7	6	11	99	
1814:								
March - 12.	9	20	4	3	4	6	46	

Rotherhithe, April 28, 1814.

The foregoing is a correct Account for

P. E. Mestaer.
Corns. Trufitt.

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[8.]—WORKMEN employed by Mr. E. Thompson.

	Shipwrights.	Caulkers.	Sawyers.	Labourers.	TOTAL.	Average.
1803:						
March	55		10	2	67	
June	11		6	4	21	
September	43	Books mislaid.	10	6	59	41.
December	12		2	3	17	
1804:						
March	7		2	2	11	
June	13		8	4	25	
September	12		2	3	17	21.
December	24		6	2	32	
1805:						
March	16	14	12	13	55	
June	20	2	4	10	36	
September	6	8	2	6	22	40.
December	21	17	4	5	47	
1806:						
March	40	15	12	6	73	
June	7	8	2	2	19	
September	11	12	2	4	29	39.
December	9	12	2	4	27	
1807:						
March	16	17	4	8	45	
June	13	18	2	2	35	
September	18	17	6	4	45	33.
December	3	2	- - -	2	7	
1808:						
March	44	13	10	7	74	
June	6	14	2	3	25	
September	7	15	2	2	26	40.
December	13	16	4	2	35	
1809:						
March	19	15	6	3	43	
June	16	19	18	4	57	
September	14	24	4	2	44	39.
December	4	4	2	3	13	
1810:						
March	33	29	6	6	74	
June	47	36	14	7	104	
September	24	11	4	6	45	61.
December	11	10	2	1	24	
1811:						
March	58	17	10	6	91	
June	16	5	2	1	24	
September	16	2	2	4	24	52.
December	34	25	4	5	68	
1812:						
March	3	19	4	2	28	
June	10	15	2	1	28	
September	30	14	4	3	51	29.
December	4	4	- - -	2	10	
1813:						
March	19	20	2	7	48	
June	3	3	2	4	12	
September	12	12	2	1	27	33.
December	24	14	4	2	44	
1814:						
March	32	16	4	2	52	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[9.]—M E N paid by Joshua Young & Co.

	Shipwrights.	Caulkers.	Joiners.	Smiths.	Pair Sawyers.	Labourers.	TOTAL.	Average.
1803:								
March - -	17	30	5	4	2	3	61	
June - -	42	31	4	4	4	5	90	87.
September	30	44	5	5	3	3	90	
December -	39	50	6	3	4	5	107	
1804:								
March - -	22	34	3	4	5	4	72	
June - -	55	45	4	6	4	5	117	104.
September	42	35	4	7	4	3	95	
December -	61	48	4	7	5	9	134	
1805:								
March - -	74	57	3	5	7	6	152	
June - -	38	10	2	3	3	6	62	97.
September	33	32	5	4	2	3	79	
December -	46	33	2	5	6	5	97	
1806:								
March - -	32	25	2	6	4	3	72	
June - -	39	24	3	4	5	3	78	106.
September	52	41	4	6	6	4	113	
December -	78	54	12	6	7	6	163	
1807:								
March - -	18	18	3	5	2	2	48	
June - -	18	8	4	3	4	1	28	40.
September	6	8	2	3	2	2	23	
December -	29	21	5	2	4	2	63	
1808:								
March - -	18	25	4	4	2	4	57	
June - -	45	39	13	5	7	4	113	119.
September	79	56	4	5	6	6	156	
December -	70	56	7	6	5	8	152	
1809:								
March - -	60	50	4	4	4	3	125	
June - -	44	34	11	5	3	3	100	112.
September	47	35	7	5	3	4	101	
December -	60	41	8	7	4	4	124	
1810:								
March - -	61	51	4	4	4	4	128	
June - -	24	33	4	5	2	3	71	100.
September	36	39	5	5	3	3	91	
December -	56	27	11	6	4	6	110	
1811:								
March - -	29	55	4	6	4	4	102	
June - -	39	30	5	8	5	4	91	90.
September	57	38	4	4	7	4	114	
December -	20	24	3	4	2	2	55	
1812:								
March - -	37	39	3	4	9	6	98	
June - -	72	37	8	8	4	5	134	114
September	39	37	16	5	3	10	110	
December -	45	49	7	6	5	4	116	
1813:								
March - -	49	47	5	4	4	4	113	
June - -	53	51	6	3	4	3	120	99.
September	36	31	8	6	4	7	92	
December -	34	23	3	6	3	3	72	
1814:								
March - -	12	26	4	2	1	2	47	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[10.]—MEN employed by Messrs. Almon Hill & Sons, Ship Builders, *Limehouse,* at the under-mentioned Dates.

	Shipwrights.	Caulkers.	Sawyers.	Labourers.	Treenail Mooters.	Black-smiths.	Joiners.	TOTAL.	Average.
1803:									
March -	36	16	10	4	2	4	2	74	66.
June - -	23	13	4	5	2	7	6	69	
September	15	14	- -	6	- -	11	5	51	
December	30	29	6	5	1	8	2	81	
1804:									
March -	28	20	8	4	3	6	4	73	101.
June - -	27	19	6	5	2	4	6	69	
September	36	26	6	10	2	10	9	99	
December	91	16	12	13	2	14	15	163	
1805:									
March -	138	19	16	12	3	10	7	205	140.
June - -	46	6	6	6	2	9	4	79	
September	89	30	14	12	3	12	4	164	
December	46	24	14	13	2	12	2	113	
1806:									
March -	42	14	8	9	1	8	4	86	98.
June - -	15	11	6	16	- -	7	2	57	
September	47	25	6	6	2	12	12	110	
December	63	33	8	18	2	10	4	138	
1807:									
March -	36	14	2	6	2	7	2	69	92.
June - -	16	13	4	6	- -	5	- -	44	
September	121	22	12	11	3	14	5	188	
December	22	14	8	6	2	12	2	66	
1808:									
March -	104	26	22	19	2	9	6	188	126.
June - -	26	18	8	7	3	7	4	73	
September	51	32	8	7	3	17	5	123	
December	54	29	14	8	2	12	3	122	
1809:									
March -	87	13	16	9	2	9	4	140	179.
June - -	55	18	14	13	4	9	2	115	
September	89	23	20	19	3	11	6	171	
December	177	41	24	24	4	14	7	291	
1810:									
March -	142	18	30	16	3	13	5	227	221.
June -	125	22	28	18	4	14	5	216	
September	173	21	36	24	4	18	7	283	
December	76	32	10	13	4	18	5	158	
1811:									
March -	134	31	16	19	3	14	2	219	174.
June - -	31	21	10	6	3	12	7	90	
September	76	23	12	23	4	12	7	157	
December	125	27	34	27	8	15	- -	231	
1812:									
March -	23	12	4	8	4	8	7	66	114.
June - -	42	19	8	10	3	10	2	94	
September	84	33	22	24	2	14	6	185	
December	36	23	8	23	2	14	4	110	
1813:									
March -	82	20	32	16	3	12	3	168	211. Two frigates built.
June - -	94	38	30	24	2	12	14	214	
September	211	61	36	21	3	10	9	351	
December	43	25	22	10	2	6	5	113	
1814:									
March 1.	24	26	14	17	2	7	2	92	—

Benjamin Dixon.

28th April 1814.

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[11.]—Account of the Number of WORKMEN employed by Curling, Cox & Co. at the Periods stated in the Margin.

	Shipwrights.	Caulkers.	Sawyers.	Smiths.	Labourers.	Shipwrigh Apprentices.	TOTAL.	Average.
1803:								
March - -	56	43	8	- -	11	16	134	170.
June - -	137	32	20	- -	11	21	221	
September	113	43	14	- -	6	26	202	
December -	56	34	6	- -	9	20	125	
1804:								
March - -	68	31	4	- -	13	14	130	154.
June - -	57	24	10	6	14	17	128	
September	54	27	12	10	12	21	136	
December -	99	25	32	10	39	18	223	
1805:								
March - -	145	42	18	12	27	16	260	196.
June - -	62	40	10	7	19	10	148	
September	46	34	6	7	15	18	126	
December -	142	54	14	8	12	22	252	
1806:								
March - -	88	33	8	8	9	19	165	132.
June - -	34	25	2	7	6	9	83	
September	79	30	6	9	12	9	145	
December -	68	28	10	8	11	11	136	
1807:								
March - -	60	20	4	7	14	10	115	224.
June - -	71	33	10	8	12	12	146	
September	233	49	18	13	28	15	356	
December -	187	31	16	10	24	12	280	
1808:								
March - -	189	25	10	8	19	11	262	218.
June - -	109	27	12	8	14	11	181	
September	151	29	14	9	13	16	232	
December -	119	35	9	9	12	13	197	
1809:								
March - -	204	40	14	9	25	13	305	309.
June - -	143	38	12	9	16	15	233	
September	170	42	12	7	24	15	270	
December -	301	47	22	10	29	20	429	
1810:								
March - -	357	43	14	9	29	26	478	304.
June - -	178	41	18	9	21	19	286	
September	185	33	8	12	22	20	280	
December -	73	40	6	9	21	23	172	
1811:								
March - -	183	39	14	10	32	23	301	339.
June - -	181	38	20	13	26	21	301	
September	312	40	28	11	28	21	440	
December -	206	39	16	13	24	17	315	
1812:								
March - -	129	36	12	9	20	18	224	232.
June - -	83	26	8	9	17	19	162	
September	210	28	18	10	26	17	309	
December -	146	36	8	11	20	18	239	
1813:								
March - -	256	37	12	11	24	17	357	370.
June - -	122	40	14	7	19	15	217	
September	307	47	20	11	37	17	439	
December -	345	42	20	9	25	26	467	
1814:								
March - -	73	26	8	7	8	16	138	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[12.]—An Account of the Number of MEN employed by Dowsons & Co.

	Shipwrights.	Sawyers.	Labourers.	Caulkers.	Joiners.	Smiths.	TOTAL.	Average.
1802:								
Dec. - 24.	16	2	5	13	3	- -	39	
1803:								
March 19.	21	6	15	13	1	- -	56	
June - 25.	34	4	10	18	3	- -	69	67.
Sept. - 17.	32	10	10	12	3	2	69	
Dec. - 24.	29	6	11	18	6	4	74	
1804:								
March 31.	35	8	7	17	17	5	89	
June - 23.	51	12	12	17	12	6	110	
Sept. - 30.	30	10	6	22	6	4	78	91.
Dec. - 22.	37	6	10	24	7	5	89	
1805:								
March 30.	25	4	8	23	4	4	68	
June - 22.	25	4	4	13	2	5	53	
Sept. - 28.	23	4	3	17	4	5	56	63.
Dec. - 21.	30	4	8	19	8	6	75	
1806:								
March 29.	37	8	7	17	4	6	79	
June - 21.	19	4	3	21	4	6	57	
Sept. - 27.	17	6	7	19	6	5	60	60.
Dec. - 20.	4	6	5	15	9	6	45	
1807:								
March 28.	25	2	1	16	8	4	56	
June - 20.	20	4	4	15	7	5	55	
Sept. - 26.	26	12	12	19	10	6	85	70.
Dec. - 19.	39	4	9	20	7	7	86	
1808:								
March 26.	54	8	4	23	20	8	117	
June - 18.	39	4	6	19	3	6	77	
Sept. - 24.	61	10	8	23	17	9	128	117.
Dec. - 31.	72	10	9	27	15	13	146	
1809:								
March 25.	44	6	5	21	6	7	89	
June - 17.	67	4	8	18	6	5	108	
Sept. - 23.	63	6	8	17	6	6	106	103.
Dec. - 30.	53	8	12	24	6	8	111	
1810:								
March 24.	97	16	9	14	10	9	115	
June - 30.	47	6	12	22	7	8	102	
Sept. - 22.	43	10	11	17	11	5	97	121.
Dec. - 29.	67	12	9	21	14	7	130	
1811:								
March 23.	31	4	6	15	4	4	64	
June - 29.	39	8	6	24	8	12	97	
Sept. - 21.	39	4	12	13	4	10	82	71.
Dec. - 28.	15	4	5	9	5	4	42	
1812:								
March 21.	44	4	9	22	7	9	95	
June - 27.	8	4	10	- -	3	3	28	
Sept. - 19.	37	2	6	28	2	9	84	68.
Dec. - 24.	18	4	6	25	9	5	67	
1813:								
March 20.	70	8	17	18	15	10	138	
June - 26.	90	12	11	19	9	15	156	
Sept. - 18.	30	6	8	18	6	12	80	120.
Dec. - 24.	42	8	11	18	16	12	107	
1814:								
March -	28	4	8	13	13	12	78	
April - 2.	13	2	3	12	5	11	46	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[13.]—Account of the Number of Shipwrights, Caulkers, Sawyers and Labourers, employed by Messrs. Tebbut, Hitchcock & Batson, at *Limekiln* Dock, at the under Dates.

	Shipwrights.	Caulkers.	Sawyers.	Labourers.	TOTAL.	Average.
1803:						
March - - -	17	10	4	5	36	
June - - -	26	15	2	4	47	35.
September - -	6	7	0	4	17	
December - -	6	29	2	4	41	
1804:						
March - - -	32	18	4	6	60	
June - - -	36	8	12	6	62	60.
September - -	19	9	2	6	36	
December - -	56	8	10	8	82	
1805:						
March - - -	42	20	10	8	80	
June - - -	14	16	2	6	38	55.
September - -	15	11	2	6	34	
December - -	36	18	6	10	70	
1806:						
March - - -	31	18	6	9	64	
June - - -	20	11	6	8	45	59
September - -	14	18	4	8	44	
December - -	56	10	8	12	86	
1807:						
March - - -	8	0	4	10	22	
June - - -	58	25	6	10	99	51
September - -	17	16	6	8	47	
December - -	12	18	2	7	39	
1808:						
March - - -	47	19	6	11	83	
June - - -	87	18	14	14	133	95.
September - -	40	18	6	12	76	
December - -	59	14	6	9	88	
1809:						
March - - -	34	12	10	11	67	
June - - -	39	11	4	11	65	64
September - -	36	13	6	10	65	
December - -	35	10	6	9	60	
1810:						
March - - -	82	14	10	20	126	
June - - -	23	14	4	9	50	94
September - -	60	10	6	15	105	
December - -	70	11	6	11	98	
1811:						
March - - -	24	15	4	11	54	
June - - -	16	16	2	7	41	47
September - -	27	13	6	7	53	
December - -	23	9	2	8	42	
1812:						
March - - -	39	14	4	8	65	
June - - -	53	23	8	9	93	74
September - -	45	19	6	12	82	
December - -	34	10	6	8	58	
1813:						
March - - -	51	19	8	11	89	
June - - -	52	12	16	10	90	83
September - -	52	18	16	10	96	
December - -	30	17	4	8	59	
1814:						
March - - -	47	10	6	7	60	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[14.]—Account of the Number of ARTIFICERS, &c. employed at New Crane and Gun Docks, *Shadwell* and *Wapping*, by Messrs. Ayles and Company, at the periods as under.

	Shipwrights.	Caulkers.	Sawyers.	Labourers.	TOTAL.	Average.
1803:						
March - 26.	66	40	6	4	116	
June - - 25.	90	45	10	7	152	123.
September - 24.	55	30	12	6	103	
December - 31.	65	39	12	8	124	
1804:						
March - 31.	70	48	16	9	143	
June - - 30.	60	31	8	7	106	122.
September - 29.	58	35	10	7	110	
December - 29.	55	53	16	8	132	
1805:						
March - 30.	67	56	10	8	141	
June - - 29.	61	35	8	6	110	122.
September - 28.	67	39	10	7	123	
December - 28.	55	46	10	6	117	
1806:						
March - 29.	61	54	10	7	132	
June - - 28.	57	36	10	7	110	123.
September - 27.	60	36	8	6	110	
December - 27.	82	45	8	7	142	
1807:						
March - 28.	56	35	8	6	105	
June - 27.	65	47	14	7	133	102.
September - 26.	53	25	8	8	94	
December - 31.	39	24	6	7	76	
1808:						
March - 26.	86	33	14	7	140	
June - - 25.	73	41	12	8	134	133.
September - 24.	77	34	12	7	130	
December - 31.	76	40	8	5	129	
1809:						
March - 25.	65	30	8	7	110	
June - - 24.	51	32	6	6	95	104.
September - 30.	57	24	12	8	101	
December - 30.	71	26	8	8	113	
1810:						
March - 31.	109	31	18	12	161	
June - - 30.	56	33	8	9	106	136.
September - 29.	57	37	8	8	110	
December - 29.	93	48	10	9	170	
1811:						
March - 30.	77	42	10	10	139	
June - - 29.	67	30	6	7	110	122.
September - 28.	63	37	10	8	118	
December - 28.	70	38	8	8	124	
1812:						
March - 28.	52	36	6	7	101	
June - - 27.	52	35	6	7	100	108.
September - 26.	58	36	10	7	111	
December - 26.	58	46	10	8	122	
1813:						
March - 27.	58	35	12	8	113	
June - - 26.	49	33	8	8	98	101.
September - 25.	52	28	8	7	95	
December - 31.	61	27	4	8	100	
1814:						
March - 26.	55	57	10	7	129	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[15.]—A Statement of WORKMEN employed by Longbottom & Co.

	Shipwrights.	Caulkers.	Sawyers.	Labourers.	TOTAL.	Average.
1803:						
March	55	15	4	2	76	
June	20	13	4	2	39	55.
September	30	23	4	2	59	
December	29	13	4	2	48	
1804:						
March	34	13	4	2	53	
June	32	13	6	2	53	48.
September	33	12	6	2	53	
December	16	12	6	2	36	
1805:						
March	15	10	4	1	30	
June	32	11	4	1	48	38.
September	10	11	6	2	29	
December	31	12	2	1	46	
1806:						
March	16	11	4	1	32	
June	29	17	4	1	50	59.
September	51	19	4	1	75	
December	54	21	4	2	81	
1807:						
March	7	11	4	1	23	
June	30	11	4	1	46	36.
September	23	14	4	1	42	
December	21	9	4	1	35	
1808:						
March	13	11	2	1	29	
June	20	11	2	1	34	38.
September	18	14	2	1	35	
December	43	8	6	2	59	
1809:						
March	37	10	4	2	53	
June	25	11	2	1	39	51.
September	60	11	6	2	79	
December	16	14	2	1	33	
1810:						
March	26	9	4	2	41	
June	37	10	6	2	55	69.
September	100	10	10	8	128	
December	36	9	8	2	55	
1811:						
March	21	10	4	2	37	
June	22	10	2	8	42	35.
September	9	18	4	4	35	
December	15	9	2	3	29	
1812:						
March	4	8	2	1	15	
June	13	11	2	2	28	40.
September	45	10	8	3	66	
December	33	9	6	4	52	
1813:						
March	40	10	4	2	56	
June	-	9	-	1	10	26.
September	6	10	2	1	19	
December	9	10	2	1	22	
1814:						
March	7	10	2	1	20	

(56)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[16.]—WORKMEN employed by Beatson & Co.

	Shipwrights.	Caulkers.	Sawyers.	Labourers.	Joiners.	Smiths.	TOTAL.	Average.
1807:								
December -	25	18	2	3	- -	- -	48	
1808:								
March - -	30	42	2	6	- -	- -	80	
June - -	16	11	2	3	- -	- -	32	58
September -	30	11	4	3	- -	- -	48	
December -	36	18	6	11	- -	- -	72	
1809:								
March - -	33	31	2	4	- -	- -	70	
June - -	29	23	4	8	- -	- -	64	52
September -	9	6	2	6	- -	- -	23	
December -	27	19	2	4	- -	- -	52	
1810:								
March - -	46	24	6	8	- -	- -	84	
June - -	12	12	2	2	- -	- -	28	59
September -	30	16	4	5	- -	- -	55	
December -	33	31	2	4	- -	- -	70	
1811:								
March - -	48	11	8	5	10	- -	82	
June - -	68	19	10	7	13	2	119	86
September -	19	18	4	5	10	3	59	
December -	36	15	10	14	8	4	87	
1812:								
March - -	33	23	4	5	8	10	83	
June - -	39	29	4	3	13	9	97	87
September -	38	20	6	4	4	7	79	
December -	37	30	2	4	4	12	89	
1813:								
March - -	42	47	10	10	17	13	139	
June - -	15	26	2	1	6	9	59	87
September -	18	17	2	2	6	7	52	
December -	46	12	6	11	13	11	99	
1814:								
March - -	32	18	2	5	16	14	87	

(56.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[17.]—Number of MEN employed by Mews & C°. at the Floating Dock.

	Shipwrights.	Caulkers.	Sawyers.	TOTAL.	Average.
1806:					
June - - - 28.	29	12	4	45	33.
September - 20.	23	5	4	32	
December - 27.	16	3	4	23	
1807:					
March - - 21.	14	- - -	4	18	25.
June - - - 27.	15	3	4	22	
September - 19.	24	2	6	32	
December - 26.	19	5	4	28	
1808:					
March - - 19.	24	- - -	4	28	34.
June - - - 25.	40	10	4	54	
September - 17.	18	10	2	30	
December - 24.	16	5	4	25	
1809:					
March - - 18.	12	- - -	2	14	27.
June - - - 24.	35	2	6	43	
September - 30.	24	7	4	35	
December - 23.	14	- - -	4	18	
1810:					
March - 31.	20	5	4	29	35.
June - - - 23.	19	12	4	35	
September - 29.	28	7	4	39	
December - 22.	26	6	4	36	
1811:					
March - - 30.	26	13	4	43	43.
June - - - 22.	56	2	10	68	
September - 28.	16	2	2	20	
December - 21.	27	11	2	40	
1812:					
March - - 28.	10	- - -	2	12	29.
June - - - 20.	29	2	4	35	
September - 26.	25	10	6	41	
December - 19.	14	12	2	28	
1813:					
March - - 27.	14	13	2	29	32.
June - - - 19.	14	8	6	28	
September - 25.	35	9	8	52	
December - 18.	18	- -	2	20	
1814:					
March - - 26.	18	4	4	26	

(55.)—Shipwrights, &c. employed in Building and Repairing Yards—*continued.*

N° 3.—[18.]—A List of Shipwrights, Caulkers, Sawyers, Labourers, and Blacksmiths, employed at Messrs. Blackett and Sons Dock, *Mill Wall, Poplar,* agreeable to the following Dates.

	Shipwrights	Caulkers.	Sawyers.	Labourers.	Black-smiths.	TOTAL.	Average.
1812:							
Commencement in July -	47	21	4	8	- -	73	85.
Last Pay in September -	48	13	10	7	- -	78	
D° - D° - in December -	57	30	10	8	- -	10-5	
1814:							
Last Pay in April - -	1	- -	2	2	2	7	

Mill Wall, 25th April, 1814. *Wm. Allen,* Acct.

No. 3.—[19.]—MEN employed by Messrs. Henry Fletcher & Son, *Shadwell Dock.*

	March.				June.				September.				December.				Average.
In the Year	Shipwrights.	Sawyers.	Joiners.	TOTAL.	Shipwrights.	Sawyers.	Joiners.	TOTAL.	Shipwrights.	Sawyers.	Joiners.	TOTAL.	Shipwrights.	Sawyers.	Joiners.	TOTAL.	
1803	97	8	11	116	112	8	12	132	77	8	9	94	93	8	11	112	113.
1804	106	8	19	133	58	6	14	78	82	6	13	101	98	4	21	123	108.
1805	103	4	20	127	50	6	12	68	70	8	9	87	91	6	22	119	100.
1806	107	6	13	126	92	6	13	111	116	6	19	141	98	8	4	110	122.
1807	76	6	5	87	53	6	6	65	66	6	6	78	93	10	21	124	88.
1808	64	6	8	78	63	10	20	93	124	8	14	146	98	6	14	118	108.
1809	82	6	7	95	65	6	13	84	89	6	13	108	108	6	6	120	102.
1810	95	10	14	119	68	6	3	77	112	6	14	132	85	12	8	105	108.
1811	111	12	11	134	75	10	16	101	97	10	11	118	65	6	13	84	109.
1812	55	6	8	69	54	10	5	69	90	10	15	115	65	10	12	87	85.
1813	102	10	21	133	57	10	8	75	92	8	12	112	66	10	8	84	101.
March 1814	116	10	14	140													

The above is exclusive of Apprentices, Foremen and Labourers:—Messrs. Fletcher & Son do not employ any Caulkers; their Shipwrights do the whole of the work.

XIII.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others; interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Mercurii, 18° *die Maij*, 1814 - - - - p. 357

Mr. Henry Dawes.

Jovis, 19° *die Maij*, 1814 - - - - - p. 371

Mr. Cornelius Trufitt.

Mr. William Johnson.

ACCOUNTS and PAPERS - - p. 382

Ordered, by The House of Commons, *to be printed*,
20 *May* 1814.

XIV.

Select Committee on East India-built Shipping.

Veneris, 20° *die Maii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair

Mr. William Johnson was again called in, and further cross-examined by Mr. SPANKIE.

Mr. William Johnson.

YOU stated yesterday, that your chief employment for the last twenty years, and particularly for the last ten years, was building and repairing for Government?—For the last ten particularly.

The employment of Government being suspended, or very much decreased, in consequence of the prospect of peace, do not you think that circumstance will account for the present state of your yards?—It will in part, as to the building particularly.

And the repairing?—And the repairing also; we have not done much repairing for some time.

Do you ascribe the present state of the yards to the withdrawing of Government employment, or to the introduction of teak ships into the East India company's service?—I consider that the present want of our constant work has fallen off in consequence of the East India-built ships being introduced; we should have been building a ship instead of the Ceylon now, but she is to be supplied by a ship that comes from India this year.

Why should you have had the building of it?—We were promised it by the owners.

And that would have given you one ship more?—That would have given us one ship, and kept the people in constant work.

Where is the Ceylon built?—I think at Bombay, but I cannot say.

What is the tonnage?—Nine hundred and fifty tons; she is coming home this season.

Who is the owner of that ship?—Smith and Timbrel.

You have spoken of the ships introduced into the trade of the country; do you mean the trade of the country generally, or the East India company's trade?—The East India company's trade; that particularly affects Mr. Pitcher; that is his dependence.

You have stated, that during the last ten years you have had pretty full employment, which arose chiefly from Government; could you have carried on the business you have done for Government, and any considerable additional quantity of East India building, without increasing your premises?—Yes, in the last ten years we could considerably.

So that during the employment you have had from Government, you have still had slips and docks unoccupied?—Sometimes, not always.

During the time you were building those seven seventy-fours you spoke of, and repairing for Government, have not you been what you consider in full employ during those periods?—We have had sufficient to keep all our men employed, but we could have done more.

From its situation, Mr. Pitcher's yard is peculiarly adapted to repair ships of war; being so far down the River, it is more convenient to get them to sea, and so forth?—Yes, Government have found it very expeditious during the war; it gets the ships forward to sea.

And therefore the war has tended in a particular degree to promote the business of his yard, on account of those advantages?—In the last ten years Government

Mr. William Johnson.

vernment have been of great service to Mr. Pitcher's yard, otherwise the establishment could not have been kept up, on account of the India-built ships being introduced.

Do you know what proportion of the whole East India tonnage, the teak built ships constitute?—I cannot say; I can state the number of ships nearly in the Company's employ, but cannot say the number taken up for the last two or three years; the teak ships are mostly extra ships, I think there are ten or twelve or thereabouts, I only go by looking over the Company's list.

Do you know, as a fact, whether the whole tonnage employed by the East India company during the last ten years, has increased or diminished?—I cannot answer that question.

Suppose this state of things, that the whole tonnage employed by the East India company, had increased to the extent of 15,000 tons beyond what it was ten years ago, or fifteen years ago, do not you think that besides those 15,000 tons being supplied from India, the same quantity of tonnage remaining, there would be the same quantity of building in the river that there was fifteen years ago?—I think not, because the ships go two more voyages than they used to go, therefore there would not be, of course.

What I mean is this, that there being an increase of 10,000 tons of teak ships, there would still remain the same quantity to be built in the river as there was ten years ago?—There would still remain the same quantity, 30,000 tons, or whatever it was, to be built somewhere.

Excluding the teak ships, supposing the quantity of English tonnage used by the Company were the same now that it was ten years ago, would not that furnish to the River the same quantity of building it did ten years ago?—No, for the same reasons that I stated before, the ships do not wear out so soon.

Suppose there were 50,000 of English tonnage used ten years ago, and 50,000 now, that would supply the same quantity of building?—No, because they go two more voyages.

Except for that, it would?—I think it would.

In consequence of the ships going more voyages than they did formerly, that has contributed to cause less building?—In that proportion it has; the India ships are larger than they were ten years ago.

If the ships in the India company's service began eight voyages ten years ag they would not yet have finished the contracted number of voyages; but as soo as those eight voyages are finished, will not a new demand for building immediately arise?—Not if the India-built ships are allowed to come into this country.

Will not it require, as soon as those eight voyages are performed by the ships now engaged for those eight voyages, an immediate supply, whether the ships are built in England or in India?—Of shipping it will, but not of employ, unless built in this country.

But in consequence of those ships all beginning to go eight voyages at the same time almost, has not that suspended the building for a time, and prolonged the period at which building would have been going on?—No, because a great many of those ships which have been worn out in that way, have been supplied by ships from India, or will be supplied by ships which are now coming home.

During the time that those eight voyages have been in progress, the demand for building, whether in England or in India, has been suspended?—In a great measure it has in England, I do not know for India.

Then as soon as those eight-voyage ships have done their business, supposing the trade to be the same in quantity of tonnage as it is now, the Company must have a demand for new ships, to be built either in England or in India?—Yes, I think they must.

Suppose those ships now employed by the Company, had been running only six voyages, which began ten years ago, the room of those ships must have been supplied four years sooner than the ships that go eight voyages?—Yes.

Must not that circumstance have necessarily tended to keep back and retard the time when the demand for new ships would otherwise have taken place?—The demand for new ships has already taken place, and the ships have been supplied from India.

How many ships have been supplied from India?—How many regular ships there are now in the service, I cannot say; there are four 1,200-ton ships now building, and one of 950 tons, taken up by the Company for this and the next season.

Do

Do you know whether those ships, which you have spoken of as being built in India for the Company, are built on the bottoms of any other ships?—I cannot say whether they are or not; they are building for the East India Company's service.

In what degree have the wages of shipwrights in your yard increased during the last eight or ten years?—They have not increased for the last ten years; I think it was in 1802 they were increased, and I think not since.

There has been no increase since?—Unless it was upon an emergency, when we were compelled for dispatch of business.

On a general average, it has been nearly the same?—Yes.

What average wages are generally paid to an expert workman working by the day?—They have given a good workman seven shillings a day, and five for an ordinary workman.

A good deal of work is performed by job-work, I believe?—All that we possibly can, as we prefer it for expedition.

How much may an expert diligent workman earn by job-work?—That depends on the number of hours he works, and the time of the year.

Taking a reasonable number of hours during the spring or summer?—During the summer months, working from five to seven or eight, they never find fault if they make from eight to nine shillings a day.

Did you ever know a larger sum than that made?—I have certainly, on particular occasions, but that is a very fair average.

But what have you known made by a skilful workman in a day?—I do not know that ever I observed.

Have you ever known any instance of their earning half-a-guinea?—I suppose it may have been done, but I cannot speak to that.

Do you believe it has been done?—I would sooner say it has not than it has, if I were to swear to it.

It is not an extraordinary thing for a man to earn eight or nine shillings?—Speaking of the times now, that is what he may earn; he might have earned that during the last work which we had.

Within the last twelve months, or less?—I do not know for the last twelve months; we have not had a great deal to do for the last twelve months; it was when the great height of work was.

You have told us you are purveyor of timber to Mr. Pitcher?—Yes.

What quantity of timber does Mr. Pitcher usually keep on hand at one time?—Our stock is not half so much now, as generally, when we expect a job, we keep a good stock; but I cannot speak to the quantity; it is less now than it ever has been for years, particularly timber.

When you were in the habit of building seventy-fours for Government, how long was it usual to keep your timber seasoning, before it was worked up into ships of that description?—Our stock of timber was always ready seasoned to go on with work immediately.

How long was it kept, in order to season it?—What we could cut down this year, would be seasoned for the next.

So that the timber cut down last year, might be worked up in a seventy-four this year?—Yes; some part of the stock would be a great deal older; but we should consider it to be fit for use after one year's fall.

Since you have been at Mr. Pitcher's yard, the price of timber has very nearly trebled, I believe?—No; since I went out purveying, it was 3*l.* 12*s.* and it has been as high since as 9*l.* the fir timber at that time was 58*s.* and at the time that oak timber was nine pounds, fir was sixteen guineas.

And that arose in a great measure from the stoppage of supply in the Baltic?—I apprehend that was the case; I always considered the price of the oak tree rose in a great degree, owing to the country carpenters being obliged to use oak instead of fir for their purposes, which consumed a considerable quantity of timber.

Do not you know, that prior to the time at which the price of fir rose so very high, the price of oak was likewise very high?—No, I do not remember that.

Can you state what was the price of fir timber in the years 1806 and 1807?—In the year 1806 the fir timber was 5*l.* 15*s.* and the next year 9*l.* 10*s.*

Do you know the price of oak timber in those two years?—The oak timber was, I think, 7*l.* 10*s.* and 7*l.* 15*s.*

Do not you perceive, you have given us nearly the same price for both articles; you mentioned that the one was 9*l.* and the other was sixteen guineas at one time?—When the oak was only 3*l.* 12*s.* 6*d.* the fir was much less than the oak.

Mr. William Johnson.

We have seen the increase of the price of oak timber; what were the wages of a good workman in your yard, in the year 1793, or about that time?—The wages then were, I think, only 3 *s.* 6 *d.* a day, and they rose to 5 *s.* in 1802; 3 *s.* 6 *d.* was the wages then to such a workman as gets 5 *s.* now, an ordinary workman; we always state the wages of an ordinary workman; if a man is deserving, we give him more.

What would a man that, since 1802, would have earned 7 *s.* have earned in 1794?—I cannot speak to that; I should think about 5 *s.* a day.

The wages have increased in the proportion of 5 to 7, or thereabouts?—Thereabouts.

Then it appears that the price of timber has increased in a much greater proportion than the price of wages?—Yes, it has.

[*Re-examined by Mr. Adolphus.*]

When you speak of a man gaining five or seven shillings a day, do you mean that he works in ordinary hours, and no more?—When we give a man extra wages, we expect he will work more hours, if we want him.

Do you mean, that if you give a man five shillings a day, he is only to work the ordinary hours; but if you give him seven, you will expect him to work more if you want him?—I do not understand the question.

Where you pay five or seven shillings a day, it is only for an ordinary days work?—Yes.

When a man gains eight or nine shillings a day, can he do it without working extra hours?—No; he must work extra hours to gain an advance of money.

You spoke of the wages having been advanced in 1802, was that on a general representation of all the men, that it was necessary?—That was the case.

That is what you call a strike for the rise of wages?—It was a strike for the raising of wages, on account of the price of provisions.

And the prices, if I understand you, have remained stationary ever since?—They have.

When workmen are wanted for any great work that comes in in haste, it is known among the workmen, and they come to be employed at any yard where it is?—What we call our regular men, we keep employed if possible, those we always give a preference to.

You always give the preference to your regular men; but when there is extra work, extra men can come in?—Yes, if we can get them.

And it must be done either in consequence of there being more employed, or by working extra hours?—Yes.

There are therefore upon an average, out of the whole number of shipwrights employed on the Thames, generally some who were unemployed, and can come for this extra work?—There are mostly men out of employ that do not like to be stationary.

And they come on for the extra work?—They come in for small jobs.

Are there also men, when there is a run upon the Thames, taken from ways and other works to supply the deficiency, if there should be any, in the shipwrights yards?—Yes, very frequently; I suppose they make application when there is a great deal to do.

Then is it by those united means of regular men and extra men, and those whom you draw in upon great occasions, from the canals and ways, &c. that you have been enabled to complete the work wanted by Government, and by all other persons?—No, I consider not; our principal dependance is upon our stationary men, those we can depend upon, upon all occasions, night and day.

And you accept the assistance of the others, when you are driven to require it?—Upon extremities we have the assistance of others.

[*Examined by the Committee.*]

You have stated, that men will do more work in the merchants' yards than in the King's yards, how do you account for that?—The regular system is obliged to be kept up in a naval dock-yard, which they cannot keep up in the merchants yards; but an officer is appointed to carry on the work, and he allots the workmen jobs a great number together, so that if they cannot get on with one they get on with others; one man of those workmen provides the materials ready for them to go on with.

Is it not more likely, in a regular system of work, to get on faster than in an irregular

Mr. William Johnson.

your gular one?—The process is smaller; they are obliged in the King's yards to man it for every officer to attend his own department; the whole in the merchants wards is conducted by one man, and he has a double advantage, because his employer tells him if he makes extra exertions he will be extra paid for it.

Cannot they do the same in the King's yards?—If they could have the same power they could; the workmen are equally good, and some of them are better; but they are obliged to keep up a much more regular system in a naval dock-yard than is necessary in the merchants yards.

From what part of the country does Mr. Pitcher generally draw his timber?—Various countries; the principal part we get from Kent and Sussex, but I do not know the quantities; we get a great deal from Norfolk.

It comes by sea?—It is shipped at Great Yarmouth.

You have surveyed the timber that has been cut down in the country?—I have purveyed it.

You go to look at it, and select the good?—Yes.

Of what quality is it; is it intermixed a good deal, or all of one quality?—No; there is a great deal of difference in Norfolk; the southern part of Norfolk is where I get my supply from principally.

You have rejected a considerable part of it?—We do not purchase in the other parts of the county.

Why not?—I do not like the timber at all in the farther part of Norfolk; I purchase on this side of Norwich principally.

You find the timber there considerably mixed; you reject a great deal of it?—No; I do not go into the part where it is bad.

It is all good where you go?—No, it is not all good; that which is not good I do not take.

What proportion do you reject of the part which you see cut down?—I have had two or three hundred trees in one lot; and have not refused a tree for being defective.

In other lots you have not found it so good?—In other lots I may have found a few bad; but I cannot state the quantity.

Is the timber in general old, or young?—There are all sorts of timber; there is a great deal of old timber.

That is not so good for your purpose?—I never buy very large timber, if they will let me refuse it.

What is your reason for that?—It comes heavier to convert; it is more expensive to convert than smaller timber.

Is the quantity of timber now in your yard, sufficient for an Indiaman of 1,200 tons?—No, it is not.

How much of it do you suppose could be applied to an Indiaman of 1,200 tons?—There is principal timber for three or four 1,200-ton ships; such large trees we always have by us in case of any emergency; our stock now is large timber principally.

If you had orders to build a 1,200-ton ship, how many loads of timber do you think you should require, exclusive of what you have on hand?—I should purchase eight or nine hundred loads.

You said just now, that you were to have had to build a ship in the room of the Ceylon; the Ceylon was taken?—She was.

That was a casualty, and the owner had a right to build another?—Yes.

But if she had gone the eight voyages, the owner would not have had a right to build upon her bottom?—I believe that is the case, but I cannot answer the question.

The Ceylon was taken upon her fourth voyage?—Yes, I think she was.

Then if she had run out her eight voyages, there would not be occasion to build upon her bottom for eight years more?—I do not know whether those ships are fitted for eight voyages; there have been no 800-ton ships fitted for eight voyages, to my knowledge.

If she had only gone six voyages, she would not be to be built for four years?—No.

So that a ship being lost, is a gain in ship-building; another ship comes to be built sooner?—Yes.

You mentioned, that you observed by the list of ships, that the Company have got some teak-ships in their regular employ?—Yes.

Are not very large trees sometimes rejected because they swell the meting more than

Mr. William Johnson.

than their fair proportion?—Yes; I stated that in answer to a former questio when I stated, that they were too large to convert to other purposes.

You have stated, that the rate of wages has raised in the proportion of from five to seven?—From three shillings and sixpence to five shillings; that is rather less.

You do not consider the wages is too high in comparison with every thing else do you?—No; I should consider that every thing remaining stationary, as they are now, that the wages cannot be lowered much.

They are in a fair proportion to every thing else?—In my opinion they are.

And oak-timber has increased rather more than double in the mean time?—Yes.

You have stated, that the want of work was owing to the want of building ships for the East India company?—We want that business to keep up the establishment.

Do you reckon nothing for prize ships coming into the service?—I do not know of a prize ship being taken up by the East India company.

The prize ships affect the building in the yards?—Our trade has entirely depended on the East India company; we have only built five ships in the last six-and-twenty years, exclusive of those built for the East India company and Government.

Then you have a yard established expressly for building for Government and the East India company?—Mr. Pitcher's yard was established solely for the purpose of building East India ships.

What number of ships have you built for Government in the time you have mentioned?—Two-and-thirty for Government within the last twenty years; and we have built sixteen within the last fourteen years.

Have you any contract for building for the East India company at present?—We have not.

Have you any contract for building for Government?—We have not.

Then do not you consider the decline of your trade as much from the want of the orders of Government as from the want of the orders of the East India company?—No; I should have considered from the ordinary course of trade, we should have had East India ships to keep our regular men on constant employ.

Do not you consider the present want of employment as much arises from the want of orders from Government, as the want of orders from the East India company?—I consider a part of the failure arises from Government not having any work lately; had it not been for Government work last year we should have been then in the same state that we are now.

Your original establishment was entirely for the East India company?—Entirely.

Had you in contemplation the building for Government then?—In the same year 1795, Government found it expedient to build frigates, one of which Mr. Pitcher had.

When the yard was established had you it in your contemplation to build for Government?—I should suppose not; I cannot answer that question.

Then it appears that in the last twenty years you have built in that yard thirty-two ships beyond those which you had in contemplation to build at the time the establishment was made?—In the year 1795 when we made the slips, Mr. Pitcher began to contract with Government for men of war; but the slips were made for the purpose of building the East India ships at that time required, which were the earl of Abergavenny, the Royal Charlotte, and the Hope instead of the Ardent, which we finished for Government. They were finished in the year 1796, and in that year Mr. Pitcher engaged to build a frigate for Government.

Were the slips made in contemplation of building for Government?—No; for the purpose of building those ships for the Company; they were all on the slips at the same time.

The seventy-fours were built on the same slips that were originally made for the India company's ships?—Yes.

Then in point of fact you have had an increase of building beyond that which you contemplated at the time of making the establishment to the amount of thirty-two ships of war?—We have built for Government thirty-two ships since that time.

Was it not necessary to increase your establishment of men considerably in consequence of all that increased business?—Yes.

To what extent were they increased?—I cannot answer the question; it is impossible to say.

But they were considerably increased?—They were obliged to be increased, agreeable to the demand for men, for the time we had to finish them in.

Do you mean to state, that in consequence of the increased practice of Government of building in the merchant yards, which increased your business much beyond

your

Mr. William Johnston.

your expectation, that you were not obliged to increase very considerably your permanent establishment?—We were; particularly at times we have been obliged to work night and day for Government, to get the building dispatched; and the Government have given a bounty for the exertions we have made, more than once or twice.

Was that so much per ton?—Yes, in two cases; they gave us in two vessels a pound a ton, and in one, in the same year, ten shillings.

Did they tell you they would give it you, in order to make you work with that extraordinary expedition for them, or after you had worked with that extraordinary expedition?—They promised before, and paid afterwards.

How long have you felt the decline of your business?—The decline of business has been in the regular trade, building ships for the East India company, for about ten years; in the preceding ten we built eleven ships, and the last three.

Has that been the case with the River generally?—I do not know the case in any other yard?—I can only speak to our own.

How many ships have you built for Government in the last ten years?—Thirteen; and three for the East India company, and nine ballast lighters.

How many ships did you build for the East India company in the preceding ten years?—Eleven.

And how many for Government?—Nineteen, I think.

When there has been a great pressure in your yard, there has been generally a considerable pressure upon the other yards in the river?—Yes, I believe generally so, when there has been a great deal to do.

Have you ever had, when you have been called upon, any difficulty in finding men to answer your purposes?—Yes; at those times I named we were particularly distressed for men; we were obliged to work the men almost night and day.

But then you are obliged to get so many more men?—No, we could not get them.

Where do you draw the men from, in cases of great pressure?—I do not know where they come from; we have known them come from the King's yards.

You cannot of course draw them from any of the other merchant yards?—No; every one employs his own, and each man depends on his master.

Are there any number of shipwrights, and persons of that description, who belong to no yard, but are to be had on these occasions?—There are but few good men about.

Is there any number of men, beyond the usual demand of the merchant yards, that may be had for extraordinary service?—I should suppose there are a great number of men, not on regular employ, that go from yard to yard, and on the ways.

But it appears they are not sufficient to supply the demand, when there is a great pressure?—No, not when there is a great pressure, if it comes all at the same time.

They are not sufficient to supply you at that time?—I have known in winter time I have not been able to supply the demands of the East India company, without great exertions being made.

Then where do you look for the assistance of those men that you require in addition to your ordinary men?—We are obliged to depend wholly upon our own regular men; we depend upon them making great exertions upon emergencies.

Have you not stated, on great emergencies, you added to your ordinary number of men?—Yes, but we do not depend upon those men, because we are not certain of getting them.

You have been employed considerably in repairs?—We have done a great many repairs.

At what period of the year do the repairs generally take place?—The East India ships generally come at the latter part of the year, and go on repairing from about September to January; and at those times we generally take off the men from the new work.

What is generally that period of the year, when there is the least work doing in the yards?—After the East India ships are gone.

About what period is that?—About March and April when there is no building, of course there is no business doing; supposing there are new ships building, there is no difference in the time.

But, if there are no new ships building, there is nothing doing during those months in the yards?—We do not expect so much to do, as we do in the fitting of ships in the latter part of the year for the East India company's trade.

Have you repaired any prize ships in your yard?—Not one, that I remember.

Mr. Samuel Jordan.

Mr. Samuel Jordan, was Called in; and Examined by Mr. ADOLPHUS.

You have been in the employ of Messrs. Dudman?—Yes.

As what?—As clerk.

And superintendent of his works?—No, not of his works; superintendent in looking after the timber, receiving of goods, and so forth.

How long were you so employed?—Eleven years.

What is the extent of his yard?—It contains three large building-slips, three small ones, a double dock, and a single dock.

In the last ten years how many ships for the public service were built at your yard?—Twenty-five.

What was the amount of their tonnage?—10,926.

How many Indiamen did you build in the same time?—Six.

How many merchant vessels?—Six, and one lighter.

What was the tonnage of those?—7,231.

[The following paper was delivered in and read.]

An Account of the Number of SHIPS built by Messrs. Dudman and Son, in the following years; viz.

YEARS.	King's Ships.		Merchant Ships.	
	No.	Tons.	No.	Tons.
1803	-	-	2	1,133
1804	9	1,681	1	819
1805	1	382	2	1,640
1806	-	-	1	30
1807	1	1,729	-	-
1808	6	1,410	-	-
1809	6	2,242	-	-
1810	-	-	4	1,811
1811	1	1,741	2	820
1812	1	1,741	1	978
Total	25	10,926	13	7,231

Will you state which of the ships in that list were Indiamen, and what the tonnage of each was?—One Indiaman in 1803 of 818 tons; in 1804 one Indiaman, 819 tons.

Committée.]—Were those regular ships, or extra ships?—Regular ships. In 1805 two Indiamen, 1640 tons together; in 1810 an Indiaman of 693 tons; I believe she is called an extra ship; I am not certain of that.

What is her name?—The Coldstream. The next is 1812, 978 tons; making six ships in all.

Mr. Adolphus.]—Those dates are the times when they were launched, I suppose?—They are.

What repairs have you done in the yards in those ten years?—Four King's ships; 123 for the transport service.

What particular service were they?—They were fitted for the transport service to carry the convicts out, and flat-bottom boats; and we also fitted 155 merchant ships.

[The

Mr. Samuel Jordan.

[The following Paper was delivered in, and read:]

An Account of the Number of SHIPS repaired by Messrs. Dudman and Son, in the following years; viz.

YEARS.	King's Ships.	Transport Service.	Merchants.
1803 - - -	- - -	- - -	38
1804 - - -	1	14	21
1805 - - -	3	9	10
1806 - - -	- - -	10	12
1807 - - -	- - -	3	13
1808 - - -	- - -	13	18
1809 - - -	- - -	3	11
1810 - - -	- - -	26	12
1811 - - -	- - -	16	11
1812 - - -	- - -	29	9
Total - -	4	123	155

Can you state how may of those ships were Indiamen?—No, I have not selected that.

Has there been any increase of docks or slips in your yard since their establishment?—None to my knowledge, there has not been any within the last eleven years.

In the last year, 1813, did you build any ships?—Not any.

Neither Government nor merchant ships?—Neither.

Was any thing repaired in your yard in that year?—Not in Messrs. Dudman's yard.

But in the yard of which we have been speaking?—Yes, there was one Indiaman repaired.

By whom?—Messrs. Taylor and Company.

Mr. Dudman ceased to employ himself in that yard?—Yes, he sold his interest in them; there has also been four or five small ships in the dock, but very little repairs done to them.

You say Messrs. Dudman have assigned their interest in the yard; who has it now?—Messrs. Borradaile, Ritchie, and Company; Messrs. Dudman's assignment was made to lady Evelyn, the freeholder, and Messrs. Borradaile, Ritchie, and Company have taken it for one year only.

What use has been made of those docks, from the time that Messrs. Dudman ceased to use them, till Borradaile and Ritchie occupied them?—They occupied them as soon as Mr. Dudman ceased to use them.

Have they been used by Borradaile and Company themselves, or how?—They let their docks to any shipwright who will occupy them.

For the purpose of occasional repairs?—Yes, exactly so.

You say that a few ships come in occasionally to the docks; how many shipwrights may have been employed upon them?—At no one time more than eight or nine men.

For this twelve-month past?—With the exception of the one Indiaman I have stated.

While you were employed under Messrs. Dudman and Company, did you ever find any difficulty in procuring timber to carry on your works?—Not any.

In the ten years that they were carrying on business, how much timber did they purchase?—26,647 loads of timber, and 4,771 loads of plank.

Upon any particular occasion, did you want very large timber?—In the year 1812 we were in want of a set of upper-deck, quarter-deck, and forecastle beams, for a seventy-four, and a great quantity of plank of great breadth and lengths; I went to Hertford, and within three miles of the town of Hertford, I selected a sufficient quantity out of one wood to complete all those purposes.

How many trees did it take you?—About 130 trees.

Mr. Samuel Jordan.

Was there other timber in that wood of great extent and size?—A considerable quantity was left after I had selected them, some standing, and some felled that year.

[*Cross-examined by Mr. Grant.*]

What sized vessel was that you built in the year 1812 for the King's service?—A seventy-four gun ship.

Do you consider the ships for the King's service, or the ships for the East India company's service, as having furnished the most employment to your yard?—The India company's service.

Can we judge at all, from the number of men that appear in any particular year as having been employed in your yard, of the comparative quantity of work done in that year in the yard?—Yes.

Will you explain how it happens that in the year 1812, you had only 174 men employed, when, as far as I can recollect, you had a considerable quantity of work to do, in the way both of building and repairing?—The ships were then about finishing, they were bringing to a close, consequently a great number of the men were drawn off.

Then this account of the number of ships built in any year, only refers to the time at which those ships were launched?—Yes.

To what do you ascribe the falling off of work in your yard?—Mr. Dudman has declined business altogether.

Since when?—Since 1812.

Are you not employed in that yard now?—No; I am employed by Messrs. Dudman and Son, but am not in the yard; I have free access to the yard, and can see what work is done there.

Did you make up the account of the number of artificers employed by Messrs. Dudman and Son in their yard?—Yes; in the account it is stated under the head of Messrs. Dudman and Son.

When do you say they ceased to occupy that yard?—About Michaelmas 1813.

What means have you of knowing the number of men employed in that yard, since that period?—By occupying part of the office there, for the purpose of settling Mr. Dudman's accounts; and I have occasionally assisted the present gentlemen who occupy it.

Do you observe enough about the yard to know any thing with respect to the state of the work done in it at this time?—Yes.

To what do you attribute the decline of work in the yard latterly?—I should conceive, the want of demand for ships.

Is that because there is less building in the River altogether?—Most assuredly; there is not any building in the River.

Not at this moment?—No.

I wish to know how you conceive that the Company's service has given the yard of Mr. Dudman more employ than the King's service, during the ten years of which we have been speaking, when it appears that the quantity of tonnage built for the King's service in that time has been 10,920, and the quantity of tonnage built for the Company's service, only 4,947?—Because the ships built for the King's service, when built, we never see again; the Company send them to repair again with us.

Do you mean to imply, that the quantity of repairs on 4,947 tons, would be so great as to make the whole work supplied by the Company's shipping, in point of building and repairing, equivalent to the building of 10,925 tons for Government?—Yes, I conceive it would, the merchant ships returning so frequently, and the King's ships not returning to us at all.

Do you mean to say, that the repairs on 4,947 tons would be equivalent to the building of 5,979 tons?—I do.

You do not mean to say, that ships employed in the Transport service have not been perpetually repaired in your yard?—Ships employed by the Transport service have not been very often repaired by Messrs. Dudman; the fitting of the ships for flat-bottomed boats is not repairing them.

In the account which you have given in of the number of ships repaired by Messrs. Dudman and Son, I find 123 ships for the Transport service mentioned?—Yes.

Do you mean now to say, you do not consider those ships as having been repaired?—They are merely fitted with pieces across, to carry the boats out.

How many men would an ordinary ship for the Transport service require for that

kind

kind of preparation?—Three men will fit a ship in a week, and the material used for that purpose is fir. *Mr. Samuel Jordan.*

Do you mean to say, transports never require any repairs?—No; I mean to say, Mr. Dudman has never repaired many of them.

Have you any idea what proportion of the transports mentioned here as having been repaired, have been really repaired, beyond that slight fitting-out to which you have spoken?—About twenty, being two in each year.

In the ten years?—Yes; Government generally send out a convict-ship once in six months.

Do you believe that your yard, upon the whole, has depended more upon the repairing than upon the building, or not?—If Mr. Dudman had not built, probably we should not have had the ships to repair.

That is not an answer to my question; I wish to know whether the whole quantity of work done in your yard, within the ten years, in the way of repairing, has been more than the whole quantity of work done in the way of building, or not?—I should think it had; but I am not certain.

If you are not certain, how can you take upon yourself to say precisely, that the quantity of repairs upon 4,947 tons, would be equivalent to the building of 5,797?—I stated, because the building was Government building; and the repairing of India ships is more than equivalent to the building of 4,000 and odd tons for the Government service.

Can you say certainly that the building and repairing for that quantity of tonnage for the Company's service, is more in quantity than all the building and repairing which you had in the ten years from the King's service, including the Transport service?—I cannot.

On the assumption that, in the course of the ten years, you built 4,947 tons for the Company's service, would the charges for the repairs, which that quantity of tonnage might require for the ten years, be equal to the charges of building 5,979 tons for the service of Government?—I cannot exactly speak to that, because it depends upon the repairs the ship may want; it depends altogether upon what the ship requires.

Has Mr. Dudman, in point of fact, generally had the repairing of ships which he has built for the Company?—Yes.

Then taking the wear and tear of one ship with another, can you form any idea of what the charges have been for repairing, within the ten years, the ships built during the same period?—I cannot, as I have not taken out any account of the amount of the repairs in that period.

Can you give nothing like a general account?—No; it differs so much in the repairs of every ship, it would be impossible for me to speak to it, without having looked to the books for the purpose.

Then if you cannot answer these questions precisely, how can you undertake to say confidently, that the quantity of repairs upon those ships, within the ten years, has been equivalent to the quantity of work in building 5,979 tons?—From the frequency of those Indiamen returning, and being under repairs which I have seen.

Do you believe the charges for repairing these Indiamen can have been equivalent to the charges of building the quantity of tonnage before mentioned?—Yes, I think they have.

Do you draw that conclusion from what you have observed of the comparative charge for repairing and building, or is it merely from a vague notion that the principal part of your work depends upon the shipping for the service of the Company?—From having made the accounts out for the repairs.

Have the charges for repairs in general been greater than those for building, or not, in your yard?—I think they have been larger.

Can you state how many ships were repaired in the yard of which you have been speaking, in the year 1813?—One Indiaman.

What was her tonnage?—Eight hundred and eighteen tons; there were five or six small vessels besides.

Have you any notion of their tonnage in general?—Between two and three hundred tons; they merely came in to have their bottoms cleaned and to be caulked.

How many men are equivalent to the repair of an Indiaman of eight hundred and eighteen tons?—I think there were about four or five-and-thirty men employed on that ship.

At what time of the year was she repaired?—In the latter part of this year; she came in in August or September 1813.

Mr. Samuel Jordan.

How many shipwrights would be requisite for the repair of such a vessel?—She employed about five-and-thirty.

Do you mean regular shipwrights?—Yes, I know of no other but regular shipwrights, by what we call shipwrights.

You mean shipwrights, as distinct from caulkers and others?—Yes, I do.

Can you explain how, in the account of the number of men employed in that yard in the months of September and December 1813, not a single shipwright appears, and only two in March 1814?—The Indiamen being finished previous to September, there was no other work afterwards, with the exception of two or three merchantmen, as I have stated.

If I understood you right, the ship entered in August 1813, and was finished in the early part of 1814?—I was in an error in that statement; she was finished about September last.

If five-and-thirty shipwrights were employed upon that ship at any period, will you explain how it happens that the greatest number mentioned in the year 1813, in the account, is ten, and the average for the year, three?—Because that ship has not been under repair at any period of that calculation being made, at neither of the periods at which the calculation was made, was the ship under repair, though she was in the intermediate time.

Does not this account state the number paid on particular days?—Yes.

Are the workmen often employed between the four pay-days mentioned here, and paid off immediately?—Yes, we pay them once a month.

Then if I understand you right, at some one period in the year 1813, there must have been at least thirty-five shipwrights employed in your yard together?—Yes, there were, but for a very short time, only for one ship.

Then it may happen that the number of shipwrights given in this account, may not give any thing like an accurate notion of the number that have been employed in the yard?—Where the work is so trifling as it now is, it will not give an accurate account; but where it was so brisk as it was formerly, the men were employed continually with us.

Have you ever repaired India-built ships?—Yes, in one instance.

When was that?—About the year 1811, I think.

Did she undergo any quantity of repair?—No, she did not; she was called the Fairlie.

Supposing that the building for Government, and for the Transport service, went on in your yard, and the same quantity of repairing for the Company as there has been within the last ten years; if I understand you right, there would be no very great decline in the quantity of work done, or in the amount of charges incurred?—If we were not to build for the Company, there would be very little repair, I should conceive.

But I am supposing there should be the same quantity of repair?—Unless there is building for the Company, there could not be the same quantity of repair, because India-built ships require so little repair.

To what circumstance is it owing that they require so little repair?—I conceive from the durability of the timber.

Was the workmanship pretty good in the one you repaired?—I did not examine it.

[*Re-examined by Mr. Adolphus.*]

With respect to the account that has been delivered in, was the making of it in that way suggested to you, or did you propose yourself to select those particular months; was it made fairly and indifferently from year to year, or had you any particular reason for selecting any one month more than another?—Not the least; we took the quarters.

Therefore it is just as possible you may have given the greatest number of men at one time, as the less number at another?—No doubt of it; I conceive it would occur the same if any other months had been taken out.

Would you think it a more profitable thing to have to build 10,000 tons of ships which you were never to see again, or 4,000 tons of shipping which should return to you for repairs as often as they wanted them?—The 4,000 tons certainly.

With respect to the charges for repairing, you have been asked whether they would be equal in amount to those for building; is the expense of material for repairing equal to what it is in building?—No.

Therefore the expense is not so great?—Not for materials.

For

Mr. Samuel Jordan.

For labour it is according to the employment?—For the labour it generally exceeds.

The transports you have been speaking of, are they sent to you from Government, or from the proprietors, from whence they are afterwards hired by Government?—The work is done for the Transport Board.

You say that your date of ships built applies to the time when they are launched; is that the time when the greatest number of men are employed upon them, or when a number of the men are taken off?—Many of the men are taken off sometime previous to their being launched.

Therefore the year in which the ship appears to be built is not, as I apprehend, the year when most of the men have been employed upon her?—No.

Then with respect to the ships under repair, as made out in the list you have put in, the repairs may have been very slight, or very important, and still it will appear the same number of ships?—Exactly so.

[*Examined by the Committee.*]

Do you consider the repairing of ships a more profitable business, than the building of them?—I do.

These transport ships which were fitted up were generally prizes, were not they?—No, they were merchant ships engaged in the service, but we fitted them for the Government.

They were British-built ships?—I do not know that.

You do not know what build they were?—No.

Do you think in general they were likely to last long, or were they old ships?—Indeed I do not know, for I never went on board them.

Those you converted into flat-bottom boats, cannot be again converted into merchant ships?—They were not converted into flat-bottom boats, they were fitted with skids upon their decks to carry flat-bottom boats.

Then they were of the same description as the other transports that were fitted up for convicts?—Precisely so.

Are Messrs. Borradaile and Company ship-builders?—No, they are not.

For what purpose have they taken the yard?—For the purpose of repairing ships.

Their own ships?—Any ships, if they can get them.

They are great ship-owners, are they not?—The house of Borradaile is.

They own a great many East India company's ships?—They do; the management of the yard is under the superintendence of a master shipwright.

They do not superintend it themselves?—They do not.

Their great object was to get a place to repair their own ships?—I do not know that it was; Mr. Dudman was unfortunate in his business, and they took the premises after him; I do not know with what idea exactly.

Mr. Isaac Sparrow.

Mr. Isaac Sparrow was again Called in; and Examined by Mr. ADOLPHUS.

You were desired to present some lists from your yard?—Yes.

Are those the lists you have made up in consequence, numbered from one to five, [showing them to the witness]?—Yes, they are.

[They were delivered in, and read, as follows:]

(N° 1.)

Launched from Mrs. Frances Barnard, Son, and Roberts's Yard, from Sept. 25th, 1794, to August 14th, 1813.

Navy.		East India Ships.		Other Services.		Total of Tonnage.	
N°	Tons.	N°	Tons.	N°	Tons.	N°	Tons.
23	19,529	16	16,422	17	2,767	56	38,718

Mr Isaac Sparrow.

(N° 2.)

An Account of SHIPS built and repaired by Mrs. Frances Barnard, Son, and Roberts.

Year.	King's Ships built.	Private Ships built.	Ships repaired.
	N°	N°	N°
1803 - - -	1	3	72
1804 - - -	2	5	81
1805 - - -	1	2	87
1806 - - -	1	1	66
1807 - - -	3	1	75
1808 - - -	4	1	79
1809 - - -	3	- - -	93
1810 - - -	2	1	77
1811 - - -	2	2	90
1812 - - -	2	1	69
1813 - - - -	1	- - -	65
	22	17	854

N. B. Four hundred and fifty-four of these are one-mast vessels.

(N° 3.)

An Account of English Oak-Timber, and Thickstuff and Plank, received in Mrs. Frances Barnard, Son, and Roberts's Yard, from 1794 to 1813.

	Loads.
Oak-Timber - - - - - - -	52,969
Thickstuff and Plank - - - - -	12,438
Total Timber and Plank - - - -	65,407

(N° 4.)

Timber and Plank received into Messrs. Barnard and Co.'s Yard, from John Larkin and Co. from January 6, 1808, to October 1812.

	Loads.	
Oak-Timber - - - - - - - -	2,567	4
D° sided - - - - - - - -	220	2
Thickstuff - - - - - - - -	588	34
4 Plank - - - - - - - -	395	36
3 - D° - - - - - - - -	168	23
	3,939	49

Sold J. Larkin and Co. 1813, about 2,600 Loads Timber and Plank.

No. 5.

Docks and Slips in Messrs. Barnard and Co.'s Yard.

1 large slip, made about	30 years	Lower yard.
1 small - -	20	
1 ditto, shut up -	15	
2 large slips, shut up	11	Upper yard.

Total of Slips and Docks.
4 Slips, 3 Lower and 1 Upper Yard.
3 Docks, 2 Double and 1 Single.

Committee.]—You mentioned in your examination on a former day, a ship you built for Mr. Bonham?—We have built many ships for him; there were the Marquis Wellington and the Asia. *Mr. Isaac Sparrow.*

Do not you know that he applied to Messrs. Wigram and Company to build the Asia?—Not to my recollection.

You do not know whether he did or not?—No, I do not.

Mr. Thomas Noakes was again Called in; and Examined by Mr. ADOLPHUS.

Is this the state of business at the two yards of Wells and Company, and afterwards Wigram's?—Yes, it is. *Mr. Thomas Noakes.*

What is become of the upper yard, the yard contained in the upper account?—Mr. Barnard has a part for a ship-building yard; another part is turned into a mast-yard; and a third part is occupied by Mr. Solly for a foreign timber-yard.

[It was delivered in and read as follows:]

Ships built by Messrs. Wells at Rotherhithe.

Dates.	Government Service.	Tons.
1794	2 Gun Vessels	200
1795	1 Frigate	925
—	2 Brigs, 313, 313	626
1796	1 Sloop	407
1797	1 Frigate	1,127
—	4 Gun-vessels, 158 tons each	632
1798	1 - 74 Guns	1,798
1801	3 Gun-vessels, 177 tons each	531
Total	15 Ships for Government	6,246

Dates.	East India Service.		Tons.
1795	2 E. I. Ships,	1,416, 1,416	2,832
1796	3 Ditto	1,416	4,248
1797	1 Ditto		1,500
1798	3 Ditto	818	2,454
1800	2 Ditto	571	1,142
—	1 Ditto		1,257
1802	2 Ditto	544	1,088
1803	1 Ditto		1,257
Total	15 E. I. Ships		15,778

Dates.	West India and General Trade.	Tons.
1799	1 Packet	239
Total	1 Packet	239

Mr. Thomas Noakes.

SHIPS built by Messrs. Wells, Perry, and Co. and Wigram and Green at Blackwall.

Dates.	Government Service.	Tons.
1794	1 Frigate	983
1795	1 - 54	1,294
—	3 Brigs - 365	1,095
1796	1 - 64	1,416
1797	5 Gun-Vessels - 167	835
1798	1 - 74	1,931
1800	1 Frigate	913
1801	3 Gun-Vessels - 184	552
1802	1 - 74	1,729
1803	3 Brigs - 382	1,146
—	1 - 74	1,729
1806	1 - 74	1,706
1807	2 - 74's - 1706 each	3,412
1808	2 Brigs - 235	470
1809	2 - 74's - 1741 each	3,482
1810	1 - 74	1,741
1811	1 - 74	1,741
1812	1 - 74	1,741
1813	10 Frigates	12,448
	41 Ships for Government	40,364
Totals	56	46,610

Dates.	East India Service.	Tons.
1795	1 East India Ship	630
1796	3 - - D° - 1,416	4,248
1797	1 - - D°	1,416
1798	2 - - D° - 818	1,636
1799	1 - - D°	818
1800	1 - - D°	818
1801	2 - - D°	2,514
—	1 - - D° - 818	818
1802	1 - - D°	544
—	2 - - D° - 1,257	2,514
—	1 - - D°	818
1803	1 - - D°	1,257
—	1 - - D°	818
1806	1 - - D°	1,257
1808	1 - - D°	997
—	1 - - D°	818
1810	1 - - D°	955
1811	1 - - D°	1,257
—	2 - - D° - 950	1,900
1812	1 - - D°	950
1813	1 - - D°	1,257
	27 East Indiamen	28,240
Totals	42	44,018

Mr. Thomas Noakes.

Dates.	West India and General Trade.	Tons.
1794	1 West India Ship - -	364
1797	1 - - D° - - - - -	340
1799	3 - - D° - - - {429, 511, 341}	1,281
1810	2 D° - - - - {506, 604}	1,110
	7 General Trade - -	3,095
Totals - -	8 - - - - - -	3,334

Have you an account of ships built and repaired by Messrs. Wells and Wigrams, for Government and Merchants' service, in the last ten years?—Yes, I have.

[It was delivered in, and read, as follows:]

SHIPS built and repaired by Messrs. Wells and Wigrams, for Government and Merchants' Service.

Dates.	Number of Ships built for Government.	Number of Ships built for Merchants' Service.	Number of Ships repaired for Government and Merchants' Service.	
			Merchant.	Government.
1804 - - - -		- - -	79	8
1805 - - - -		- - -	48	3
1806 -	1	1	38	—
1807 -	2	- - -	46	—
1808 -	2	2	44	—
1809 -	2	- - -	77	—
1810 -	1	3	79	—
1811 -	1	3	68	—
1812 -	1	1	45	1
1813 -	10	1	51	—
Totals -	20	11	575	12

Committee.]—Do you know of Mr. Bonham applying to Messrs. Wigram to build a ship for him, and they could not agree?—No, I do not.

Not one that he afterwards built at Mr. Barnard's yard?—I know there was one built at Mr. Barnard's yard.

You do not know that he before applied to have it built at your yard?—I cannot speak to that.

XIV.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Veneris, 20° *die Maii*, 1814 - - - - p. 419.

Mr. William Johnson.
Mr. Samuel Jordan.
Mr. Isaac Sparrow.
Mr. Thomas Noakes.

Ordered, by The House of Commons, *to be printed*,
23 *May* 1814.

XV.

Select Committee on East India-built Shipping.

Lunæ, 23° *die Maii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *Henry Dawes*, again Called in; and Examined by Mr. HARRISON.

Mr. Henry Dawes.

IT is stated that fungus has begun to appear in the Dublin; you have seen a statement of that description?—I have.

As if that arose from want of seasoning in the timber; now I wish to ask how long the Dublin stood to season?—She stood from February 1809 till October 1810; during which period there was no work done to her.

In what state was she when she so stood to season?—She was complete in frame, she had her wales wrought, and twelve strakes under them.

When was she contracted for?—In 1807.

Are you, from your situation, able to ascertain where the timber of which she was built was bought, and at what time it was procured?—I am.

When was the timber procured for the building of that ship?—A part of it was from stock in hand, another part from timber purchased by myself in 1807, the remainder purchased by Mr. Samuel Brent in the same year; the whole of the materials were in the yard in 1808; the whole of the beams, shelf-pieces, thick-pieces for water-ways, and chocks, converted and stacked with pieces between them of four inches thick, to give air to season; that was all completed by February 1809; those materials were not used in the ship till June 1811, so that they stood that period to season.

You have mentioned chocks, what were the chocks?—They were the pieces used as substitutes for knees.

To connect the beams with the sides?—To connect the beams with the sides.

Under these circumstances of the chocks having been converted, and stacked to season that length of time before they were used, could any working that has arisen in that particular construction of the substitutes for knees have arisen from the timber not being sufficiently dry?—I should think not.

Upon what does that particular construction of chock instead of knee depend, for its efficacy and effect?—Materially upon the two keys.

Upon keys, as described in the Plan you have with you?—Yes; *(The Witness produced a model)* when the keys are loose, it permits the beam to work.

Was the Dublin launched by direction without those keys in?—No; the keys were put in by order, but not driven up within four inches of the head.

Was it necessary to prevent the working of those chocks, that those keys should be successively driven in further by the carpenter of the ship, as the wood might shrink, so as to keep the bearing close and connected?—He must be very deficient in duty if he did not do it.

It appears upon one of these letters, that a great number of those keys are lost entirely, they are not to be found?—I think it is stated that in the Orlop there are nine completely gone out of the heads of the riders; there are only twelve riders in the ship that have them.

Must the loss of those keys necessarily occasion a great working in the vessel?—It must.

Mr. Henry Dawes.

You have read the Report of the Plymouth Officer, detailing a variety of appearances of defects in the Dublin?—I have.

Are the defects that appear in the Dublin now, the greater part of them of a description connected with workmanship; or are they such as would arise from straining, either from the vessel having been in high winds, or having got ashore, or any thing that would strain her?—Not at all from the deficiency of workmanship.

Are they a cause that would arise, from the straining the vessel from winds, or getting on shore, or any thing of that sort?—They are.

I am not alluding to the fungus appearing, but merely to the defects that appear, with reference to the opening and straining the timbers, and so on?—My answer applies to that.

[*Examined by the Committee.*]

The appearance of the fungus arose from the length of time the wood had been seasoning?—I suppose not; it could not, because there was no fungus there when we gave up the ship at Woolwich.

What do you apprehend it did arise from?—From dampness.

From dampness where?—It is stated in the Report to have arisen from the circumstance of the water having come down in different places.

You convert timber for men of war?—Yes.

What are the largest pieces of oak timber you use in a seventy-four?—There are a few pieces that may approach to two hundred feet, but they are very few.

How many do you think?—About five.

What is the next large size?—I am not prepared to answer so complex a question as that, without going into a detail.

How long did the plank of the Dublin stand to season?—It was stacked the same as the other materials, in February 1809, and began to be used in October 1810: By our contract we are obliged to have the whole of the thick stuff and plank previous to our obtaining our payment for the ship standing to season.

Mr. *Thomas Noakes*, again Called in; and Examined by the Committee.

Mr. Thomas Noakes.

The list of ships built by the concern now belonging to Messrs. Wigram and Green, which you produced a few days since, you desired to have back, on account of some private memorandums of your own being written on it, undertaking to produce a copy at a future time?—Yes.

Is this paper, which you now produce, such copy?—It is, with some additions.

Explain what those additions are, and wherein this paper differs from the one you before produced?—There is one 800-ton ship, and one 1,200-ton ship contained in this paper, which were not in the other paper.

East India ships?—Yes.

How came they to be omitted?—By mistake.

That adds to the whole quantity of East India shipping built by the concern?—It does.

Is that the only difference in the paper?—It is.

Does that paper now contain a true account of the quantity of tonnage built for Government, for the East India company, and for the general trade?—It does.

You have been in the employ of that concern for thirty years past?—Three-and-thirty years.

That concern has not, during the whole of that time, belonged to the same persons?—No, it has not

Will you explain, from the period at which that paper commences, the history of the concern; in whose hands was the concern twenty years ago?—In 1794, Wells and Co. carried on business at Rotherhithe, and Messrs. Perry carried on business at Blackwall; each on their own account; in 1797, a junction was formed between those two houses, and the business carried on in both those places till 1803; in 1803 the establishment at Rotherhithe was sold to Messrs. Barnard, and from that time forward the joint establishment has been carried on at Blackwall alone. The papers which I have delivered in before, will explain on which of those establishments the ships were built that are referred to in the Account now delivered in.

[The following Paper was delivered in, and read :]

	Ships built for Government.	Tons.
1794.	2 Gun Vessels - -	200
1795.	1 Frigate - - -	925
	Tons.	
	2 Brigs - 313 each -	626
	3 D° - - 365 D° -	1,095
	1 54-Gun Ship - -	1,294
1796.	1 64 - D° - - -	1,416
	1 Sloop - - -	407
1797.	1 Frigate - - -	1,127
	4 Gun Vessels, 158 each	632
	5 - D° - 167 D° -	835
1798.	2 74-Guns - - -	1,931 1,798
1800.	1 Frigate - - -	913
1801.	6 Gun Vessels, 177 each	1,062
1802.	1 74-Guns - - -	1,729
1803.	1 74-Guns - - -	1,729
1803.	3 Brigs - - 382 each	1,146
1806.	1 74-Guns - - -	1,706
1807.	2 74-Guns - - -	3,412
1808.	2 Brigs - - 235 each -	470
1809.	2 74-Guns 1,760 D° -	3,520
1810.	1 74-Guns - - -	1,741
1811.	1 74-Guns - - -	1,741
1812.	1 74-Guns - - -	1,741
1813.	10 Frigates - - -	12,448
	55 Tons - -	45,644
1794.	1 West India Ship - -	364 B.
1797.	1 - - D° - - - -	340 B.
1799.	3 - - D° - 429 B. 511 B. 341 B.	1,281
	1 E. I. Packet - -	239 R.
1810.	2 W. I. Ships - 506 B. 604 B.	1,110
	8 Ships Tons - -	3,334

	Ships built for the East India Company.	Tons.
1795.	2 E. India Ships 1,416 -	2,832
	1 - D° - - - -	630
1796.	6 - D° - - 1,416 -	8,496
1797.	2 - D° - - 1,416 - 1,500 -	2,916
1798.	5 - D° - - 818 -	4,090
1799.	1 - D° - - - -	818
1800.	1 - D° - - 818 -	818
	2 - D° - - 571 -	1,142
	1 - D° - - 1,257 -	1,257
1801.	2 - D° - - 1,257 -	2,514
	1 - D° - - 818 -	818
1802.	3 - D° - - 544 -	1,632
	1 - D° - - 818 -	818
	1 - D° - - 1,257 -	1,257
	1 - D° - - 1,257 -	1,257
1803.	2 - D° - - 1,257 -	2,514
	1 - D° - - 818 -	818
1806.	1 - D° - - - -	1,257
1808.	2 - D° - - 997 - 818 -	1,815
1810.	1 - D° - - - -	955
1811.	1 - D° - - 1,257 -	1,257
	2 - D° - - 950 -	1,900
1812.	1 - D° - - - - -	950
1813.	1 - D - - - - -	1,257
	42 Tons - -	44,018
	Government - -	45,644
		89,662
	8 Small Ships - -	3,334
	TOTAL - -	92,996

[The Witness withdrew.]

Mr. *Adolphus* proceeded to sum-up the Case on behalf of the Ship Builders in the Port of London.

Adjourned till To-morrow one o'clock.

Martis, 24° *die Maii*, 1814.

SIR ROBERT PEEL, BART. in The Chair.

MR. *Adolphus* delivered in an Account of the men of all classes employed in the Private Yards for building and repairing Ships in the river Thames, on Thursday the 14th of April 1814, with the work carrying on in those yards on that day.

Mr. *Adolphus* concluded his Summing-up the Case on behalf of the Ship Builders in the Port of London.

[The following ACCOUNTS, were read:]

(57.)—Number of the Men, of all Classes, employed in 23 Private Yards on the River Thames, for building and repairing Ships, on *Thursday* 14 April 1814 - - - p. 441.

(58.)—Navy Office Account of the number of Ships of War, of all sizes, built in the Private Yards at The Out Ports, since the year 1791 - - - - - p. 442.

ACCOUNTS.

—(57.)—

AN ACCOUNT of the MEN, of all Classes, employed in the private Yards for Building and Repairing Ships in the River THAMES, on Thursday the 14th of April 1814; with the Work carrying on in those Yards on that day.

BUILDERS.	Where situate.	Slips for building Ships.	Docks for repairing Ships.		Ships now building.	Ships now repairing.	Shipwrights.	Smiths.	Caulkers.	Sawyers.	Joiners.	Labourers.	TOTAL Men.
			Double, taking two.	Single.									
Messrs 1. Pitcher & Sons	Northfleet	5	1	1	-	-	-	2	-	-	1	7	10
2. Wallis	Blackwall	1	-	-	-	-	-	-	-	-	-	-	—
3. Wigrams & Green	D°	7	2	2	-	-	18	15	-	16	-	26	75
4. Pitchard & Sons	D°	1	2	-	-	-	4	6	-	-	-	5	15
5. Barnard & Roberts	Deptford & Rotherhithe	5	2	1	-	2	17	9	7	6	3	14	56
6. Borradaile & Co. late Dudman & Co	Deptford	6	1	1	-	1	2	4	-	-	-	1	7
7. S. D. Brents & Sons	Rotherhithe	7	2	1	-	1	8	4	9	4	5	11	41
8. Blacket	Mill Wall	-	1	-	-	-	-	1	-	-	-	2	3
9. Hill & Sons	Limehouse	2	2	1	-	-	-	2	-	2	-	3	7
10. Curling & Co.	D°	3	2	1	-	2 Pleasure Boats.	16	7	5	4	3	7	42
11. Tibbaft & Co.	D°	2	1	-	-	2	54	-	22	6	-	7	89
12. Dowson & Co.	D°	-	1	-	-	2	16	2	4	2	2	2	28
13. Young & Co.	Rotherhithe	3	2	-	1	-	-	2	-	2	3	3	10
14. Thompson	D°	1	1	-	-	1	7	2	4	2	1	1	17
15. Mestaer	D°	3	1	1	-	1	34	4	-	18	-	3	59
16. Longbottom	Ratcliff Cross	-	1	-	-	2	8	-	10	2	-	1	21
17. Fletcher & Son	Shadwell	-	1	-	-	8	100	-	-	6	10	6	122
18. Luke & Co.	Wapping	-	1	1	-	-	-	-	-	-	-	3	3
19. Beatson & Co.	Rotherhithe	1	1	-	-	1	6	4	6	2	4	1	23
20. Mitchel & Co.	Mill Wall	-	-	1	-	1	6	-	10	2	-	2	20
21. Rattenbury	Rotherhithe	-	-	1	-	-	-	2	-	2	-	2	6
22. Westlake	D°	-	-	1	-	1	8	-	2	2	-	2	14
23. Mews & Co.	D°	-	-	1	-	1	4	-	2	2	-	2	10
TOTALS		47	25	13	1	26	308	66	81	80	32	111	678

ABSTRACT

Shipwrights	308
Smiths	66
Caulkers	81
Sawyers	80
Joiners	32
	567
Labourers	111
TOTAL	678

— (58.) —

Navy-Office, 14 May 1814. } AN ACCOUNT of the Number of SHIPS OF WAR of all Sizes, built in the Private Yards at *The Out Ports*, since 1791;—distinguishing each Year, and the Place where built; with the Dates of the several Contracts, and the Prices per Ton paid for building the same;—specifying, whether those Ships were built within the times limited by the Contracts, by the original Contractors, or otherwise.

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	DATE of The Contract.	PRICE per Ton.	Whether built within the Contract time, by the original Contractors, or otherwise.
						£. s. d.	
Lugger		Experiment	1793	Plymouth	11 Dec. 1792	10. 12. 0.	*Memorandum*:—See the General Observation at the end of the Account.
5	32	Alcmene	1794	Harwich	13 Mar. 1793	12. 10. 0.	— —
-	-	Cerebus		Bucklershard			— —
-	-	Galatea		Bursledon			— —
-	-	Lively		Northam			— —
Sloop		Hazard		Frinsbury	23 April 1793	10. 12. 6.	— —
-	-	Peterell		Frinsbury	23 April 1793	10. 15. 0.	— —
Gun Brig		Piercer		Dover	8 Mar. 1794	10. 0. 0.	— —
-	-	Conquest		Frinsbury	15 Mar. 1794		— —
-	-	Attack		Frinsbury	19 Mar. 1794		— —
Sloop		Rattler	1795	Chapel	23 April 1793	10. 12. 6.	Not built by the original Contractors.
Brig Sloop		Dispatch		Chatham	18 April 1795	11. 17. 6.	Within time.
-	-	Albatross		Rochester	18 April 1795		Within time.
-	-	Diligence		Bursledon	20 April 1795		Within time.
Sloop		Cerf	1796	Frinsbury	24 April 1795	13. 0. 0.	Within time.
-	-	Bittern		Bucklershard			Within time.
-	-	Plover		Mistleythorn	24 April 1795	12. 15. 0.	Within time.
Brig Sloop		Harpy		Dover	20 April 1795	11. 17. 6.	— —
-	-	Hound		Sandwich	28 April 1795	11. 17. 6.	— —
5	40	Cambrian	1797	Bursledon	6 May 1795	15. 10. 0.	— —
-	38	Ethalion		Harwich			— —
-	-	Boadicea		Bucklershard			— —
Sloop		Snake		Bucklershard	23 Jan. 1797	11. 17. 6.	— —
-	-	Echo		Dover			Within time.
Brig Sloop		Cruiser		Ipswich			— —
-	-	Busy		Harwich			Within time.
Gun Brig		Hecate		Frinsbury	13 Feb. 1797	13. 10. 0.	— —
-	-	Hasty		Frinsbury			— —
-	-	Staunch		Rochester	10 Mar. 1797	11. 11. 0.	Within time.
-	-	Tigress		Lynn	17 Mar. 1797	13. 10. 0.	— —
5	36	Penelope	1798	Bursledon	10 June 1797	15. 10. 0.	— —
-	32	Amphion		Mistleythorn	21 June 1796		— —
Sloop		Pheasant		Shoreham	24 April 1795	12. 10. 0.	— —
-	-	Victor		Lynn	11 Mar. 1797	12. 12. 0.	— —
Gun Schr		Eling		- - -	- - -	- - -	No particulars known, as they were built by the Plan, and under the sole Direction of General Bentham.
-	-	Millbrook		- - -	- - -	- - -	
-	-	Netley		- - -	- - -	- - -	
-	-	Redbridge		- - -	- - -	- - -	
3	74	Spencer	1800	Bucklershard	1 Oct. 1795	20. 0. 0.	— —
5	36	Jason		Bursledon	31 Oct. 1798	14. 17. 6.	Within time.
3	74	Conqueror	1801	Harwich	6 May 1795	20. 0. 0.	— —
5	36	Aigle		Bucklershard	12 Nov. 1798	14. 17. 6.	— —
-	-	Resistance		Bursledon	5 Feb. 1800	16. 10. 6.	Within time.
-	-	Tartar		Frinsbury	8 Feb. 1800		— —
Gun Brig		Monkey		Rochester	9 Jan. 1801	16. 0. 0.	— —
-	-	Starling		Bucklershard	10 Jan. 1801	18. 0. 0.	Within time.
-	-	Snipe		Bucklershard			Within time.
-	-	Vixen		Bucklershard			— —
5	36	Euryalus	1803	Bucklershard	18 Sep. 1800	16. 10. 0.	— —
-	-	Tribune		Bursledon	11 June 1801		— —
-	-	Shannon		Frinsbury	10 July 1801		— —
Brig Sloop		Scorpion		Dover	30 Nov. 1802	11. 10. 0.	Within time.

(continued)

Account of the Number of Ships of War built in the Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	DATE of The Contract.	PRICE per Ton.	Whether built within the Contract time, by the original Contractors, or otherwise.
						£. s. d.	
3	74	Swiftsure		Bucklershard	18 Sep. 1800	21. 10. 0.	— —
Sloop		Wolf		Dartmouth	26 Nov. 1802	10. 15. 0.	— —
-	-	Helena		Yarmouth	26 Nov. 1802	12. 17. 0.	— —
-	-	Fly		Bursledon	29 Nov. 1802	12. 17. 0.	— —
-	-	Kingfisher		Dover	30 Nov. 1802		— —
-	-	Albecore		Bristol	1 Dec. 1802	12. 17. 0	— —
-	-	Cygnet		Yarmouth	1 Dec. 1802	12. 17. 0.	Not built by the original Contractors.
-	-	Combatant		Thorn	4 June 1804	28. 19. 0. This Price included the cost of Masts, Yards, Rigging, and some Stores.	Within time.
-	-	Dauntless		Hull	16 June 1804		Within time.
-	-	Valorous		Hull	16 June 1804		Within time.
-	-	Nautilus		Milford	4 April 1797	13. 0. 0.	Not built by the original Contractors.
Brig Sloop		Musquito		Yarmouth	30 Nov. 1802	11. 10. 0.	Within time.
-	-	Scout		Hull			— —
-	-	Despatch		Falmouth	12 Mar. 1803	11. 0. 6.	— —
-	-	Espoir		Dover	16 Nov. 1803	12. 5. 0.	Within time.
-	-	Moselle		Dover			Within time.
Gun Brig		Contest		Chester	28 Jan. 1804	15. 0. 0.	Within time.
-	-	Attack		Southampton	28 Jan. 1804	16. 0. 0.	— —
-	-	Firm		Frinsbury	30 Jan. 1804		Within time.
-	-	Flamer		Frinsbury	30 Jan. 1804	18. 0. 0.	— —
-	-	Pincher	1804	Harwich			— —
-	-	Piercer		Topsham	1 Feb. 1804	16. 0. 0.	Within time.
-	-	Growler		Bucklershard			Within time.
-	-	Acute		Newcastle	2 Feb. 1804	15. 15. 0.	Within time.
-	-	Bouncer		Newcastle			Within time.
-	-	Furious		Lynn	6 Feb. 1804	16. 0. 0.	Within time.
-	-	Griper		Lynn			— —
-	-	Steady		Southampton			Within time.
-	-	Staunch		Dartmouth	21 Feb. 1804	16. 0. 0.	Within time.
-	-	Safeguard		Topsham	25 Feb. 1804	16. 0. 0.	Within time.
-	-	Swinger		Topsham			— —
-	-	Defender		Chester	21 Feb. 1804	15. 0. 0.	Within time.
-	-	Tickler		Brightlingsea	5 April 1804	17. 10. 0.	— —
-	-	Sparkler		Brightlingsea			— —
-	-	Hardy		Wearmouth	5 April 1804	15. 14. 0.	— —
-	-	Gallant		Wearmouth	5 April 1804	15. 14. 0.	— —
-	-	Fearless		Harwich	24 May 1804	18. 0. 0.	— —
-	-	Daring		Ipswich	5 June 1804		— —
-	-	Fervent		Bucklershard	14 June 1804	17. 10. 0.	— —
-	-	Attentive		Bridport	13 June 1804	17. 10. 0.	— —
-	-	Cheerly		Bridport			— —
-	-	Rapid		Topsham	22 June 1804	17. 10. 0.	— —
-	-	Urgent		Lympstone			— —
-	-	Desperate		Broadstairs			— —
-	-	Forward		Berwick			— —
5	38	Pomone		Frinsbury	3 Dec. 1802	16. 0. 0.	— —
-	-	Resistance		Rochester	14 Nov. 1803	17. 12. 9.	Within time.
-	-	Apollo		Bursledon	17 Nov. 1803		Within time.
Sloop							— —
-	-	Kangaroo		Lynn	26 Nov. 1802	12. 17. 0.	Not built by the original Contractors.
-	-	Brisk		Dartmouth			Not built by the original Contractors.
-	-	Star		Dartmouth			
-	-	Otter		Hull	30 Nov. 1802	12. 17. 0.	— —
-	-	Martin	1805	Dartmouth			— —
-	-	Rose		Hastings	28 June 1803	12. 12. 0.	— —
Brig Sloop		Swallow		Dartmouth	30 Nov. 1802	11. 10. 0.	Not built by the original Contractors.
-	-	Minorca		Lynn	27 Oct. 1803	12. 5. 0.	— —
-	-	Surinam		Topsham	17 Nov. 1803		Within time.
-	-	Avon		Falmouth	16 Nov. 1803		Within time.
-	-	Wolverend		Topsham	10 Dec. 1803	12. 5. 0.	— —
-	-	Weazle		Topsham			— —

(*continued*)

Account of the Number of Ships of War built in the Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	DATE of The Contract.	PRICE per Ton.	Whether built within the Contract time, by the original Contractors, or otherwise.
						£. s. d	
Brig	-	Seagull - -		Dover - -			Within time.
-	-	Nightingale		Dover - -	23 Jan. 1805	16. 0. 0.	Within time.
-	-	Sparrow - -		Yarmouth -			Within time.
-	-	Savage - -		Southampton			Within time.
Brig	-	Oberon - -		Hull - - -			— —
-	-	Imogen - -		Ipswich - -			Within time.
-	-	Wizard - -		Ringmore -			— —
-	-	Kite - - -		Brightlingsea	23 Jan. 1805	16. 0. 0.	Within time.
-	-	Raven - -		Brightlingsea			— —
-	-	Fly - - -		Bridport - -			— —
-	-	Paulina - -		Southampton	17 July 1805	16. 0. 0.	Within time.
-	-	Orestes - -		Ipswich - -	1 Aug. 1805	16. 0. 0.	Within time.
Gun Brig		Protector -		Brightlingsea	11 June 1804	17. 10. 0.	— —
-	-	Sharpshooter		Brightlingsea			— —
-	-	Earnest - -		Leith - - -	17 July 1804	15. 14. 0.	— —
-	-	Woodlark -		Leith - - -			— —
-	-	Dexterous -		Eling - -	27 June 1804	17. 10. 0.	— —
-	-	Redbreast -		Yarmouth -	26 June 1804		— —
-	-	Adder - -	1805	Topsham -	18 Dec. 1804	17. 10. 0.	— —
-	-	Confounder -		Southampton			— —
-	-	Dapper - -		Southampton			— —
-	-	Exertion -		Yarmouth -	18 Dec. 1804	17. 10. 0.	Within time.
-	-	Turbulent -		Dartmouth -			— —
-	-	Virago - -		Dartmouth -			— —
-	-	Indignant -		Bridport - -			— —
-	-	Intelligent -		Bridport - -	22 Dec. 1804	17. 10. 0.	— —
-	-	Inveterate -		Bridport - -			— —
-	-	Hearty - -		Ipswich - -	20 Dec. 1804		Within time.
-	-	Martial - -		Rochester -	21 Dec. 1804		Within time.
-	-	Rebuff - -		Hythe - -	21 Dec. 1804		— —
-	-	Resolute -		Dover - -	20 Dec. 1804	17. 10. 0.	Within time.
-	-	Encounter -		Southampton	22 Dec. 1804		— —
-	-	Conflict - -		Topsham -	24 Dec. 1804		Within time.
Gun Brig		Buttler - -		Topsham -	18 Dec. 1804	17. 10. 0.	— —
-	-	Starling - -		Newcastle -	1 Jan. 1805	17. 5. 0.	Within time.
-	-	Strenuous -		Newcastle -			— —
-	-	Havock - -		Yarmouth -	31 Dec. 1804	17. 0. 0.	— —
Schooner		Wigeon - -		Brixham -	26 Dec. 1805	9. 19. 6.	— —
5	44	Lavinia - -		Milford - -	4 April 1797	15. 10. 0.	Not built by the original Contractors.
-	-	Shannon - -		Frinsbury -	27 Oct. 1803	17. 12. 9.	— —
-	-	Spartan - -		Rochester -	11 Sept. 1805	21. 0. 0.	Within time.
6	-	Laurel - -		Bridport - -			— —
-	-	Boreas - -		Yarmouth -	13 April 1805	17. 10. 0.	Within time.
-	-	Crocodile -		South Shields			Within time.
-	-	Cossack - -		South Shields			— —
-	-	Comus - -		Yarmouth -	20 June 1805	17. 10. 0.	— —
-	-	Daphne - -		Topsham -	19 June 1805	17. 10. 0.	— —
-	-	Cyane - -		Lympstone -	22 June 1805		— —
Sloop		Ariel - - -		Yarmouth -	1 Dec. 1802	12. 17. 0.	Not built by the original Contractors.
-	-	Sabrina - -		Southampton	8 Aug. 1805		— —
-	-	Hyacinth -		Yarmouth -	9 Aug. 1805		— —
-	-	Herald - -		Little Hampton	13 Aug. 1805		— —
-	-	Sapphire -	1806	Lynn - - -	22 Nov. 1805	17. 10. 0.	Within time.
-	-	Cherub - -		Dover - -	26 Nov. 1805		— —
-	-	Wanderer -		Mistleythorn	26 Nov. 1805		Within time.
-	-	Blossom - -		Northam -	29 Nov. 1805		Within time.
-	-	Favorite - -		Ipswich - -	4 Dec 1805	17. 10. 0.	Within time.
Brig Sloop		Ferret - -		Dartmouth -	30 Nov. 1802	11. 10. 0.	— —
-	-	Racehorse -		Hastings -	16 Nov. 1803	12. 5. 0.	— —
-	-	Leveret - -		Dover - -	24 July 1805	15. 10. 0.	Within time.
-	-	Bellette - -		Dover - -			Within time.
-	-	Mutine - -		Bideford - -	29 July 1805	15. 10. 0.	— —
Brig Sloop		Emulous -		Newcastle -	26 Aug. 1805		Within time.
-	-	Grasshopper		Hythe - -	4 Nov. 1805		— —
-	-	Columbine -		Bucklershard	15 Nov. 1805		Within time.
-	-	Pandora - -		Yarmouth -	17 Dec. 1805	15. 10. 0.	Within time.
-	-	Forester - -		Dover - -	28 Dec. 1805		Within time.
-	-	Foxhound -		Dover - -	28 Dec. 1805		— —
-	-	Alacrity - -		Newcastle -	16 Jan. 1806		Within time.

(continued)

Account of the Number of Ships of War built in the Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	DATE of The Contract.	PRICE per Ton.	Whether built within the Contract time, by the original Contractors, or otherwise.
						£. s. d.	
Brig	Sloop	Procris		Yarmouth	25 Jan. 1806	15. 0. 0.	— —
-	-	Raleigh		Howdendock	23 Jan. 1806		— —
-	-	Redwing		Brightlingsea	29 Jan. 1806		Within time.
-	-	Ringdove		Brightlingsea	29 Jan. 1806		Within time.
-	-	Philomel		Bridport	31 Jan. 1806	15. 0. 0.	Within time.
-	-	Frolick		Bridport	31 Jan. 1806		— —
-	-	Sappho		Ipswich	1 Feb 1806		Within time.
-	-	Peacock		Ipswich	1 Feb. 1806	15. 0. 0.	Within time.
-	-	Recruit		Sandwich	10 Feb. 1806		Within time.
Brig	-	Electra		Mistleythorn	11 July 1805		— —
-	-	Delight		Fremington	29 July 1805		— —
-	-	Julia		Ipswich	1 Aug. 1805	16. 0. 0.	Within time.
-	-	Satellite		Sandwich	9 Aug. 1805		— —
-	-	Skylark		Newcastle	4 Sep. 1805		Within time.
-	-	Sheldrake		Hythe	24 June 1805		— —
Gun Brig		Fancy		Yarmouth	18 Dec. 1804	17. 10. 0.	— —
-	-	Richmond	1806	Itchenor	20 Sep. 1805	17. 10. 0.	— —
Fire Ship		Thais		Dartmouth	26 Sep. 1805		Within time.
-	-	Tartarus		Topsham	26 Sep. 1805	18. 10. 0.	Within time.
-	-	Lightning		Topsham	15 Oct. 1805		Within time.
Cutter		Cheerful		Dover	4 May 1806	11. 15. 0.	— —
-	-	Surly		Dover			— —
Schooner		Magpie		Newcastle	26 Dec. 1805	9. 19. 6.	— —
-	-	Jackdaw		Newcastle			— —
-	-	Pigeon		Yarmouth			— —
-	-	Crane		Yarmouth			— —
-	-	Quail		Yarmouth			— —
-	-	Cuckoo		Yarmouth	26 Dec. 1805	9. 19. 6.	Within time.
-	-	Wagtail		Yarmouth			Within time.
-	-	Woodcock		Yarmouth			Within time.
-	-	Rook		Ringmore			— —
-	-	Landrail		Ringmore			— —
-	-	Sealark		Brixham			— —
3	74	Aboukir		Frinsbury	3 Dec. 1802	21. 0. 0.	Not in time.
5	38	Hussar		Bucklershard	23 Nov. 1803	17. 12. 9.	— —
-	-	Statira		Northam	6 June 1805	21. 0. 0.	Within time.
-	-	Horatio		Bursledon	9 July 1805		Within time.
-	-	Leonidas		Frinsbury	5 Aug. 1805	21. 0. 0.	— —
-	32	Proserpine		Paul	13 June 1805		— —
-	-	Hyperion		Hull	24 June 1805		— —
6	22	Banterer		South Shields	13 April 1805	17. 10. 0.	— —
-	-	Garland		Bideford	18 June 1805	17. 10. 0.	Not in time.
-	-	Volage		Bideford			Not in time.
-	-	Porcupine		Topsham	22 June 1805	17. 10. 0.	Not in time.
Sloop		Rosamond		South Shields	22 Oct. 1805	17. 10. 0.	— —
-	-	Fawn		Topsham			— —
-	-	Acorn		Bideford	7 Nov. 1805	17. 10. 0.	— —
-	-	Myrtle		Bideford			— —
-	-	Minstrel		Bridport			— —
-	-	Egeria		Bridport	22 Nov. 1805	17. 10. 0.	— —
-	-	Ranger		Fremington			— —
-	-	Tweed		Little Hampton	4 Dec. 1805	17. 10. 0.	— —
-	-	Talbot	1807	E. Teignmouth			— —
-	-	Coquette		South Shields	13 Jan. 1806	16. 0. 0.	— —
Brig	Sloop	Primrose		Fowey	25 Jan. 1806		— —
-	-	Cephalus		Yarmouth	25 Jan. 1806		— —
-	-	Carnation		Bideford	29 Jan. 1806	15. 0. 0.	— —
-	-	Clio		Mistleythorn	1 Feb. 1806		— —
-	-	Royalist		Sandwich	10 Feb. 1806		— —
-	-	Zenobia		Lyn	2 Jan. 1807	14. 0. 0.	Within time.
-	-	Magnet		Northam			— —
-	-	Nautilus		Mistleythorn			Within time.
-	-	Derwent		Turnchapel			Within time.
-	-	Eclipse		Dover	18 Oct. 1806	14. 0. 0.	Within time.
-	-	Eclair		Brightlingsea			Within time.
-	-	Sparrowhawk		Brightlingsea			— —
-	-	Pilot		Northam	20 Oct. 1806	14. 0. 0.	— —
-	-	Barracouta		Ipswich			Within time.
Fireship		Erebus		Topsham			— —
-	-	Comet		Bideford	26 Sept. 1805	18. 10. 0.	— —
-	-	Prometheus		Southampton			— —

(continued)

Account of the Number of Ships of War built in the Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	DATE of The Contract.	PRICE per Ton.	Whether built within the Contract time, by the original Contractors, or otherwise.
						£. s. d.	
3	74	Victorious -		Bucklershard	28 Dec. 1803	24. 10. 0.	Not in time.
5	36	Owen Glendower		Paul - - -	20 Oct. 1806	20. 0. 0.	Within time.
-	32	Cornelia - -		So. Shields -	24 June 1805	21. 0. 0.	— —
-	-	Bucephalus -		Newcastle -			— —
Sloop		Racoon - -		Yarmouth -	7 Nov. 1805	17. 10. 0.	— —
Brig	Sloop	Rover - -		Berwick - -	16 Nov. 1803	11. 15. 2.	— —
-	-	Peruvian -		Bursledon -	20 Feb. 1807	14. 0. 0.	— —
-	-	Pelorus - -		Northam -	7 Oct. 1807		Within time.
-	-	Briseis - -		Upnor - -	11 Feb. 1808	14. 10. 0.	Within time.
-	-	Ephira - -		Upnor - -			Within time.
-	-	Cordelia - -		Upnor - -	11 Feb. 1808	14. 10. 0.	— —
-	-	Helicon - -		Upnor - -	11 Feb. 1808		— —
-	-	Jasper - -		Ipswich - -	11 Feb. 1808	14. 0. 0.	Within time.
-	-	Onyx - -	1808	Ipswich - -	11 Feb. 1808		Within time.
-	-	Hope - - -		Ipswich - -	11 Feb. 1808		Within time.
-	-	Badger - -		Frinsbury -	11 Feb. 1808	14. 10. 0.	Within time.
-	-	Chanticleer -		Cowes - -	11 Feb. 1808	14. 0. 0.	Within time.
-	-	Opossum -		Gillingham -	11 Feb. 1808	14. 10. 0.	Within time.
-	-	Woodlark -		Newcastle -	11 Feb. 1808	14. 0. 0.	— —
-	-	Sheerwater -		Newcastle -			— —
-	-	Wildboar -		Frinsbury -	13 Feb. 1808	14. 10. 0.	Within time.
-	-	Redpole - -		Northam -	22 Feb. 1808	14. 0. 0.	— —
-	-	Goldfinch -		Eling - - -			Within time.
-	-	Dotterel - -		Bursledon -	9 Jan. 1808	14. 0. 0.	Within time.
-	-	Drake - -		Ipswich - -	30 June 1808	14. 0. 0.	Within time.
-	-	Rosario - -		Ipswich - -			Within time.
-	-	Renard - -		Upnor - -	14 July 1808	14. 10. 0.	Within time.
-	-	Tyrian - -		Northam -	22 July 1808	14. 0. 0.	Within time.
-	-	Bermuda -		Frinsbury -	25 July 1808	14. 10. 0.	Within time.
Schooner		Rapid - -		Topsham -	21 April 1808	14. 10. 0.	Within time.
3	74	Milford - -		Milford - -	4 April 1797	20. 0. 0.	Not built by the original Contractors.
-	-	Poictiers - -		Upnor - -	17 Oct. 1806	33. 10. 0.	Within time.
5	36	Curaçoa - -		Northam -	7 Oct. 1807	20. 0. 0.	Within time.
-	-	Saldanha -		So. Shields -	20 Oct. 1806		— —
-	-	Theban - -		Warsash - -	25 May 1808		Within time.
-	32	Nereus - -		So. Shields -	22 Oct. 1805	21. 0. 0.	— —
Sloop		Hesper - -		Dartmouth -	7 Nov. 1805	17. 10. 0.	Not built by the original Contractors.
-	-	Partridge -		Dartmouth -	22 Nov. 1805		Not built by the original Contractors.
Brig	Sloop	Persian - -		Cowes - -	1 August 1808	14. 0. 0.	Within time.
-	-	Arachne - -		Sandwich -	10 Aug. 1808	14. 0. 0	Within time.
-	-	Castilian -	1809	Sandwich -			Within time.
-	-	Scylla - -		Topsham -	12 Sep. 1808	14. 0. 0.	Within time.
-	-	Charybdis -		Hythe - -	21 Sep. 1808		— —
-	-	Thracian -		Frinsbury -	4 Oct. 1808	14. 10. 0.	Within time.
-	-	Rhodian - -		Northam -	22 July 1808	14. 0. 0.	— —
-	-	Sarpedon -		Eling - - -	1 Aug. 1808		— —
-	-	Beaver - -		Ipswich - -	1 Aug. 1808		— —
-	-	Hecate - -		Upnor - -	9 Nov. 1808	14. 10. 0.	Within time.
-	-	Rifleman -		Upnor - -			Within time.
-	-	Crane - -		Frinsbury -			Within time.
-	-	Echo - - -		Frinsbury -	30 Nov. 1808	14. 10. 0.	Within time.
-	-	Sophie - -		Frinsbury -			Within time.
-	-	Trinculo - -		Bursledon -	1 Dec. 1808	14. 0. 0.	Within time.
Cutter		Transit - -		Ipswich - -	21 April 1808	18. 0. 0.	Within time.
3	74	Vengeur - -		Harwich - -	20 Feb. 1807	33. 10. 0.	— —
-	-	Hannibal -		Bucklershard	29 Jan. 1805	36. 0. 0.	Within time.
-	-	Vigo - -		Rochester -	17 Oct. 1806	33. 10. 0.	Within time.
-	-	Armada - -		Turnchapel -	18 Oct. 1806		— —
-	-	Conquestador	1810	Northam -	17 Oct. 1806		Within time.
-	-	Cressy - -		Frinsbury -	20 Oct. 1806		Within time.
5	36	Astrea - -		Northam -	14 Oct. 1808	20. 0. 0.	Not in time.
-	-	Hotspur - -		Warsash - -	20 Feb. 1807		— —
Sloop		Northstar -		Dartmouth -	7 Nov. 1805	17. 10. 0.	Not built by the original Contractors.

(continued)

Account of the Number of Ships of War built in the Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	DATE of the Contract.	PRICE per Ton.	Whether built within the Contract time, by the original Contractors, or otherwise.
						£. s. d.	
Cutter		Dwarf	1810	Sandgate	26 Oct. 1809	13. 0. 0.	— —
-	-	Racer		Sandgate			— —
-	-	Decoy		Fishbourne	26 Oct. 1809	13. 5. 0.	— —
-	-	Pigmy		Upnor	1 Nov. 1809	14. 5. 0.	— —
-	-	Algerine		Upnor			— —
-	-	Pioneer		Upnor	1 Nov. 1809	14. 5. 0.	Within time.
3	74	Stirling Castle	1811	Rochester	20 Aug. 1807	33. 10. 0.	Within time.
-	-	Asia		Frinsbury	2 Dec. 1807		Within time.
5	36	Havannah		Liverpool	22 Aug. 1807	20. 0. 0.	Not built by the original Contractors.
Cutter		Swan		Cowes	12 Feb. 1811	17. 10. 0.	— —
-	-	Nimble		Cowes			— —
3	74	Mulgrave	1812	Upnor	2 July 1807	33. 10. 0.	Within time.
-	-	Scarboro'		Harwich	2 Oct. 1807		— —
-	-	Rippon		Bursledon	9 Jan. 1808		— —
-	-	Anson		Paul	24 Dec. 1807	32. 10. 0.	— —
-	-	Clarence		Turnchapel	30 July 1807	33. 10. 0.	— —
5	38	Nymphe		Warsash	27 Dec. 1810	22. 10. 0.	Within time.
-	36	Magicienne		Fishbourne	27 Dec. 1810	22. 0. 0.	Within time.
6	22	Perseus		Ringmore	13 April 1805	17. 10. 0.	Not built by the original Contractors.
Brig Sloop		Saracen		Bridport	2 Oct. 1811		— —
-	-	Fairy		Bideford	19 Sep. 1811		— —
-	-	Pelican		Topsham	19 Sep. 1811		— —
-	-	Wasp		Topsham	19 Sep. 1811		— —
-	-	Curlew		Bridport	2 Oct. 1811		Within time.
-	-	Nimrod		Ipswich	1 Oct. 1811		Within time.
-	-	Espiegle		Ipswich	4 Nov. 1811	15. 10. 0.	Within time.
-	-	Satellite		Fishbourne	10 Oct. 1811		Within time.
-	-	Arab		Frinsbury	30 Oct. 1811		Within time.
-	-	Despatch		Upnor	14 Nov. 1811		— —
-	-	Heron		Upnor	14 Nov. 1811		— —
-	-	Epervier		Rochester	11 May 1812		Within time.
Gun Brig		Thistle		Rochester	8 Jan. 1812	18. 0. 0.	— —
-	-	Snap		Lyme Regis	8 Jan. 1812	18. 0. 0.	— —
-	-	Boxer		Redbridge	17 Jan. 1812		— —
-	-	Manly		Sandwich	25 Jan. 1812		Within time.
-	-	Borer		Bursledon	13 Jan. 1812	18. 0. 0.	— —
-	-	Hasty		Sandwich	25 Jan. 1812		— —
-	-	Conflict		Bridport	8 Jan. 1812	18. 0. 0.	— —
-	-	Contest		Bridport	8 Jan. 1812		— —
-	-	Shamrock		Lynn	8 Jan. 1812		— —
-	-	Bold		Bursledon	13 Jan. 1812		— —
5	38	Sirius	1813	Bursledon	27 Dec. 1810	22. 10. 0.	— —
-	-	Laurel		Warsash	24 Apr. 1812		Within time.
-	-	Tiber		Fishbourne	2 Dec. 1812	23. 0. 0.	Within time.
-	-	Tanais		Rochester	19 Dec. 1812	23. 0. 0.	Within time.
-	36	Dartmouth		Dartmouth	27 Apr. 1803	15. 13. 6.	Not built by the original Contractors.
-	-	Tagus		Fishbourne	10 Aug. 1812	24. 0. 0.	Within time.
-	-	Eridanus		Rochester	30 June 1812		Within time.
-	-	Tigris		Frinsbury	1 Sep. 1812		Within time.
-	-	Scamander		Frinsbury	26 June 1812	24. 10. 0.	Within time.
-	-	Orontes		Frinsbury	26 June 1812		Within time.
-	-	Euphrates		Upnor	17 Oct. 1812		Within time.
6	-	Cyrus		Chester	16 Dec. 1812	17. 10. 0.	Within time.
-	-	Levant		Chester			— —
-	-	Medina		Bucklershard			Within time.
Sloop		Esk		Ipswich	4 Feb. 1813	19. 0. 0.	Within time.
-	-	Leven		Ipswich		18. 15. 0.	— —
-	-	Tay		Bucklershard		19. 0. 0.	Within time.
-	-	Carron		Bucklershard		19. 0. 0.	Within time.
-	-	Slaney		Frinsbury		19. 0. 0.	— —
-	-	Erne		Dartmouth	4 Feb. 1813	18. 15. 0.	Within time.
Brig Sloop		Fly		Ipswich	11 May 1812	15. 10. 0.	— —
-	-	Jaseur		Ipswich			Within time.

(continued)

Account of the Number of Ships of War built in the Out Ports—*continued.*

Rate.	Class.	SHIPS Names.	BUILT. When.	BUILT. Where.	DATE of The Contract.	PRICE per Ton.	Whether built within the Contract time, by the original Contractors, or otherwise.
						£. s. d.	
	Brig Sloop	Argus - -		Sandwich -	23 June 1812		— —
-	-	Halcyon - -		Lynn - -	13 July 1812		— —
-	-	Challenger -		Redbridge -	5 Aug. 1812	15. 10. 0.	Within time.
-	-	Penguin - -		Lynn - -	2 Sep. 1812		— —
-	-	Carnation -		Southampton	20 Oct. 1812		Within time.
-	-	Confiance -		Rochester -			Within time.
-	-	Elk - - -		Redbridge -			Within time.
-	-	Harlequin -		Ipswich - -	26 Nov. 1812	15. 10. 0.	Within time.
-	-	Ontario - -		Bideford -			— —
-	-	Harrier - -		Ipswich - -			Within time.
	Gun Brig	Adder - -	1813	Topsham -	26 Nov. 1812	19. 0. 0.	Within time.
-	-	Clinker - -		Topsham -	26 Nov. 1812	19. 0. 0.	Within time.
-	-	Mastiff - -		Bideford -	2 Dec. 1812		— —
-	-	Pelter - -		Bideford -	1 Dec. 1812	19. 0. 0.	Within time.
-	-	Snapper - -		Redbridge -	3 Dec. 1812		— —
-	-	Griper - -		Hythe - -	26 Nov. 1812		— —
-	-	Swinger - -		Bridport -	8 Jan. 1812	18. 0. 0.	— —
-	-	Plumper - -		Bridport - -			— —
	Bomb	Vesuvius -		Topsham -	13 July 1812		— —
-	-	Terror - -		Topsham -	13 July 1812	23. 0. 0.	— —
-	-	Belzebub -		Bideford -	3 Aug. 1812		— —
6	-	Conway - -		Frinsbury -	27 Feb. 1813	21. 17. 6.	Within time.
-	-	Menai - -		Frinsbury -			— —
-	-	Falmouth -		Bideford -	24 Dec. 1812	17. 10. 0.	— —
-	-	Hind - - -		Topsham -	6 Jan. 1813		Within time.
-	-	Mersey - -		Chester - -			Within time.
-	-	Tamar - -		Frinsbury -			— —
-	-	Eden - - -	1814	Chester - -	27 Feb. 1813	21. 17. 6.	— —
-	-	Dee - - -		Ipswich - -			— —
-	-	Towey - -		Bucklershard			— —
	Sloop	Spey - - -		Eling - -			— —
-	-	Bann - - -		Upnor - -	4 Feb. 1813	19. 0. 0.	— —
-	-	Larne - -		Lynn - -			— —
-	-	Lee - - -		Frinsbury -	4 Feb. 1813	18. 15. 0.	— —
	Bomb	Fury - - -		Rochester -	24 June 1813	25. 0. 0.	Within time.

THE Ships against whose Names there is no observation in the last Column, were not launched and delivered within the prescribed time, although some of them were built within that time.

F. J. HARTWELL, R. SEPPINGS, J. BOUVERIE.

XV.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Lunæ, 23° *die Maii*, 1814 - - - - - p. 437.

Mr. Henry Dawes.

Mr. Thomas Noakes.

Martis 24° *die Maii*, 1814 - - - - - p. 440.

Mr. Adolphus,

Sums up the Case, on behalf of the Shipbuilders in the Port of London.

ACCOUNTS; viz.

Number of Men employed in Private Yards on Thursday 14 April 1814 - - - - - - - - p. 441.

Number of Ships of War of all sizes, built in Private Yards at The Out Ports, since 1791 - - - - - p. 442.

Ordered, by The House of Commons, *to be printed*,
24 *May* 1814.

XVI.

Select Committee on East India-built Shipping.

Lunæ, 6° *die Junii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *Robert Sepping*, Called in; and Examined by Mr. SPANKIE.

Mr. Robert Sepping.

YOU are one of the Surveyors of the Navy, I believe?—I am.

And have been in the public service for many years?—About thirty-three years; from thirty-two to thirty-three years.

You are now a Commissioner of the Navy?—I am a Commissioner of the Navy.

Has Government experienced any difficulty in procuring timber for the construction of large ships of war, of late years?—Yes, they have, considerable difficulties.

Has that difficulty occasioned any alteration in the mode of building large ships of war?—It has.

For what parts of the ship was the difficulty experienced?—In the procuring compass or crooked timber; also timber for large purposes, such as the stern-post, the stem kelsons, thick stuff or thick plank, knees, and other parts.

Thick stuff is plank of four inches and a half thick and upwards?—Yes.

And what is commonly called plank is three inches?—Four inches and under.

Has that difficulty introduced any alteration in the mode of constructing any parts of a ship?—Yes, it has; there have been various substitutes for knees and for compass-timber; it has been formed by several pieces combined, instead of one piece, to form the circle or sweep.

Was this alteration adopted from choice, or in consequence of the difficulty experienced in finding crooked timber?—From necessity.

Large quantities of timber of course have been delivered in the King's-yards by the contractors, has the proportion of large timber been found considerable in the quantities delivered?—No; the proportion of large timber to small is very inconsiderable at present, and also of crooked timber.

Committee.]—Is it much less than it used to be?—I conceive it is.

Mr. Spankie.]—Have you known the building for the public service impeded by the want of crooked timber?—Very considerably so before the introduction of scarpling, or making the compass-timber.

Does the alteration which has been adopted in consequence of that difficulty, lead to a greater consumption of timber, or does it tend to economise it?—It leads to a greater consumption.

Of what species of timber does it lead to a consumption?—In some degree the large timber, or that approaching to large timber; in certain parts of it, small may be applied.

Upon what species of trees, of fifty or sixty years growth, for instance, will that consumption fall?—Upon timber of sixty feet metings rough contents, I think, principally our rough timber is the circle formed into an octagon.

Does this consumption fall upon trees that have reached their full growth, or what under that?—That I cannot ascertain, because I conceive some trees will never exceed a certain growth.

You do not consider this the largest sort of timber?—The timber that is made use of to scarf, or form the circle, is of equal size, as to dimensions, to that which was applied before, when it could be procured.

Mr. Robert Sepping.

Only that circle is made up of more parts?—Of more parts.

And this making into more parts, is in lieu of the large timber which was formerly used?—In lieu of the large timber, which we could not procure by the destruction of hedge-rows.

You mentioned the destruction of hedge-row timber, have you observed that that has been consumed in a considerable degree lately?—Yes, we conceive the great want of compass-timber has arisen from the great destruction of hedge-row timber.

Hedge-row timber, I believe, grows crooked?—Generally speaking, more so than in woods.

In woods it grows strait?—Generally speaking.

After timber has stood its full period of growing, does it continue to be fit in that state for the purposes of the Navy?—Very large timber is more subject to defects than timber of a smaller size; how long timber is in coming to perfection I cannot say.

Have you found the very large timber in such a state, as to be unfit for the purposes of the Navy?—It is not received, if it is thought improper for the uses of the Navy, in the dock-yards; it is rejected.

If timber is allowed to remain as ornamental timber, after it has long ceased growing, is that timber fit for naval purposes?—It is the general opinion that it is unfit.

Are you acquainted with the timber produced in different counties of England, so as to speak of its various qualities?—I am only acquainted with it from the delivery in the dock-yards; I am not in the habit of travelling from county to county.

For instance, the Yorkshire timber?—That is generally supposed to be bad timber.

Is Yorkshire timber used in the dock-yards, if other timber can be procured?—No, it has been forbid to be used in a late contract.

In a late contract for building a seventy-four?—Yes, near Hull, excepting, I believe, the timber grown in two places in Yorkshire, which was permitted to be used, but not the rest.

Nottinghamshire was also objected to, I believe?—Yes.

And prohibited to be used in the same contract, I believe?—Yes.

In consequence of the difficulty of procuring English oak, has any considerable quantity of Foreign timber been used?—A considerable quantity of Foreign oak and fir, such as pitch, pine, and other timber.

What was the object of building the fir frigates, of which we have heard of late years?—It was to reduce the consumption of British oak.

Has fir been introduced as much as possible into the repairs of ships for the same reason?—It has very principally of late years, and in some particular ships more than others.

Has that arisen from the same cause?—From the want of more durable materials.

And the want of other timber?—And the scarcity of the oak timber.

There have been some contracts lately for building ships in the out-ports, I believe?—When a contract is made, it is for persons from all parts to tender.

Some contracts have lately been formed in the out-ports?—There have been no contracts since I have been in the board, except for ships of a small class.

In the year 1813?—Yes, there were for small ships, brigs, and store-ships; I believe there was a fifty-gun ship building at the out-ports in that year.

Do you know whether tenders are invited from all parts generally?—That is always the case.

So that this tender might have been taken by the River builders, if they had thought fit?—Certainly, if their price was lower than others.

Do you remember the period when a considerable number of seventy-fours were contracted for by the River builders?—Yes.

Was there any particular difficulty at that time experienced by Government in procuring timber for the King's yards?—The receipts in the King's yards, are in a certain degree regulated by the contracts in the merchants yards; we have less timber comes to the King's yards when there are ships building in the merchants yards, than when there are not; I mean to confine that to large ships principally.

Do you mean to say, that whilst the merchants yards are building the large class

of

Mr. Robert Sepping.

of ships, that Government experiences a difficulty in obtaining timber fit for building that class of ships?—Certainly.

Then in your opinion, in those cases the competition of the private yards is felt to be injurious by Government?—No doubt of it.

Can you tell us whether Government has any large supply of timber at the present moment, fit for the purposes of seventy-fours, or other buildings of that description?—Government has a large supply of timber, but a small proportion of that supply is applicable for large ships.

At the present moment?—At the present moment.

In your opinion, has Government facility for building seventy-fours for its own purposes, generally speaking, without the assistance of the private yards?—I think, under the present regulations, and those about to be made, that Government have.

Committee.]—Do you mean to any extent that has been wanted heretofore?—Yes.

Or that is likely to be wanted again?—I cannot tell what may be wanted hereafter, but I should think equal to any thing that Government would want, or the country be able to man; I am speaking of ships of the line; I do not wish to be understood to speak of small craft and frigates, but ships of the line, which includes seventy-fours and ships above.

Mr. Spankie.]—Do you give that opinion with reference to the extended scale of naval warfare, which has been carried on within the last few years?—Yes I conceive if the late war had continued, Government would not have required any assistance of the merchants yards in ships of the line.

Have, then, any regulations been adopted in the dock-yards, for the purpose of procuring supplies of workmen for Government, independent of supplies from the private yards?—Yes, by late regulations every fourth man is allowed an apprentice, and those apprentices, after a certain servitude, are under certain regulations, by which they have been brought forward faster for work than heretofore.

Will that tend to procure a greater supply of workmen in the yards themselves, than hitherto have been obtained?—It will, the apprentices being in a greater proportion to the number of workmen.

Can you tell us what was the allowance of apprentices formerly?—It was quite uncertain formerly what proportion they bore to the workmen.

But did it amount to so large a proportion as that which you have mentioned, of one in four?—By no means.

Can you tell from what parts of the country the Government dock-yards generally derive their supply of shipwrights, of course independently of what they produce themselves?—From the different outports northward, and from the different ports of the kingdom.

Can you tell us whether any considerable proportion of that supply is obtained from the yards in the Thames?—No; to the best of my knowledge, I should think a very small supply from the Thames.

Can you tell us from what parts of the country the supply of timber for Government has been procured, chiefly of late years?—I believe from every part of the kingdom; I cannot state the parts.

Mr. Harrison.]—Have you any knowledge of this but what you derive from the persons with whom you contract?—Yes, we have the purveyors reports.

Mr. Spankie.]—You are acquainted with the mode of building, both in the Government yards and in the merchants yards?—I have been in the habit of conducting the building of ships in the king's yards, and surveying ships built in the merchants yards.

Cross-examined by Mr. Harrison.

You have stated, in the early part of your examination, that you found considerable difficulty in procuring large timber and compass-timber?—Yes.

I wish to know in what way you go to work to procure timber for the Navy?—The timber is provided by contracts made by the Navy Board with different merchants.

Are these contracts entered into in consequence of advertisements for open tenders?—I believe not in all instances, of late years.

What is the latest advertisement that, within your knowledge, has been put in the papers for open contracts for timber for the Navy?—There have been none to

Mr. Robert Sepping.

my knowledge since I have been in the Board; I have been a Commissioner ever since May twelvemonth.

Before you became a Commissioner, you were a surveyor?—I was master shipwright of Chatham yard.

Did that situation enable you to know whether the timber was procured by open contract, previous to the period of your becoming a Commissioner?—I had nothing to do with it.

Have you any means of stating within what number of years any advertisement has been put in by the Navy Board, for open tenders to supply timber to the Navy?—No; I had nothing to do with it.

Then as far as you know, the Navy have relied entirely on Mr. Larkins and Mr. Boucher, with whom they have had contracts for some years back?—I had nothing to do with it.

I wish to know upon what personal knowledge you stated to the Committee, there was greater difficulty in procuring this large timber?—My personal knowledge proceeds from experience; when I first became an apprentice, ships beams were in one, in many instances, then necessity obliged us to have them in two, and then in three.

Then you draw the inference from the practice having been introduced since your time, of using a smaller description of timber?—No; the timber, in point of breadth or thickness, is the same, but in point of length is less, and that is practised by the merchants; and it is very much against their interest so to do, for a man would not make in many pieces that which he could make in one.

I meant to have asked some questions hereafter about the size; but I wish to have it understood, whether you draw the inference of difficulty from the alteration in the use?—Certainly I do from the alteration in the use, and from the substitution of many pieces to make one.

And you have no other personal knowledge which leads you to that conclusion, but what you have now stated to me; you have no knowledge by going through different counties and seeing the timber?—I have been through different counties, and I have seen the state of the timber.

You have stated that one of the alterations in the mode of building is, that from want of compass or crooked timber, you are obliged to make a part of the frame, in which you formerly used compass or crooked timber, of more pieces than one, you scarf it?—Yes.

Did I understand you to state, that for the purpose of scarfing, you used as large timber as you have formerly used, but not of the same shape?—Exactly so.

Is that so to the full, that you use quite as large timber as you formerly used?—Not so long, but of equal dimensions, as to breadth and thickness.

The supply of compass and crooked timber, I understand you to state, has fallen off from a deficiency of the hedge-row timber?—Yes; it is generally understood, that hedge-row timber is crooked, from being acted upon by particular winds.

Then the pains that are now taking by the Commissioners of woods and forests, will not remedy that inconvenience?—The outskirts of all plantations will produce more compass-timber than the internal part of them.

Do you apprehend that this outskirt timber, as you call it, will create any future supply of crooked timber, so as to enable you at any period to resume the practice of getting compass-timber in one piece?—I do not know that it will; compass-timber is very scarce all over the kingdom.

I ask you, whether the pains that are now taking by the Commissioners of Woods and Forests, will remedy the inconvenience that has arisen; you have now stated to me, that the outskirts will produce more crooked and compass-timber than in the inside?—Certainly.

Will the outskirts produce such a quantity of compass and crooked timber, as will enable you at any future period to resume the practice of getting compass-timber in single pieces?—That is a question too far distant for me to answer.

That you cannot state?—I cannot.

Has any disadvantage arisen from using scarf-timber instead of compass-timber?—It is certainly much more expensive, and you are consuming a greater number of trees.

You have told me, that the large timber is the timber that has principally fallen off?—Certainly it is; that I speak from practical knowledge.

But for the purpose of supplying the want of compass-timber, you are obliged to scarf with large timber?—Yes; we scarf with large timber, that is straighter.

Do I draw a right inference from your evidence, in supposing that your statement leads

leads to a conclusion, that more large timber has been used now by that than formerly?—Certainly; to form that timber, more is used, as there is a waste in the scarf. *Mr. Robert Sepping.*

Then the quantity of large timber that has been used since that practice was introduced, is greater than formerly?—The using of that timber is not confined to the forming of compass-timber, it is applied to the beam of the ship, which was formerly in one; the beam is still square, as it was heretofore; and I beg to state, the beams were in one formerly; necessity obliged us to have them in two, still the thickness was the same, then in three, and in some instances in four.

In the building houses, it is a thing ascertained in modern practice, that beams made of two pieces are stronger than the beams that used formerly to be made in one?—I do not think it; I am not of that opinion; but I conceive, that a piece of timber formed in that way, is frequently superior to a grain-cut piece, or a piece of which the circle is formed from its being grain-cut.

But my question does not apply to grain timber, but to straight timber?—I am speaking of forming the compass-timber, that when it is in many parts, it is frequently stronger than where it is formed out of grain-cut timber.

Am I to understand your last answer to mean, that timber converted in such a way as to cut to the least waste that is, where the size of the tree is very nearly the size you want for the beam, is not stronger than timber cut out of the grain?—No; I am not confining my answer to the beam; certainly beam-timber is generally stronger in one; circular timber formed, is very frequently stronger, in many cases, but certainly not beam-timber.

Then in your opinion beam-timber is strongest, if it is die square, instead of being made of more pieces than one?—Certainly.

Is that so with masts?—Certainly; I would have my mast in one, if I could.

Then in your opinion, if you could get a fir stick of the size of the lower mast, it would be stronger than the same sized mast made of different pieces put together?—Certainly, if it was a perfect stick.

You have told my friend, that old ornamental timber you do not consider as good?—I did not confine my answer to old ornamental timber.

Have you any criterion of judging of the value of timber, of the description about which you were asked by my friend, of whether it is still in a sound and perfect state?—Large timber is more liable to defects than small timber, over-grown timber, as we call it.

But unless it is over-grown, you do not object to it because it is large?—No, we do not object to any large timber unless it is defective.

Have you, of late years, seen any quantity of that large defective timber?—Yes; I have seen some three or four years back, a considerable proportion of it, in Chatham yard.

A considerable proportion of that timber which had stood beyond its growth?—It was large timber, and it had become defective.

As far as you could judge from its appearance, it had become defective from having stood too long?—Yes; because it was defective chiefly in the heart, where timber first decays.

You have told me, that you do not know whether timber, for the use of the Navy, has been obtained within any number of late years by open contract?—I cannot state that; I was not in a situation to enable me to answer that question.

If it has not been so obtained, of course you cannot judge what might have been procured, if the contracts had been open contracts?—I can only judge that large timber was not to be obtained by what the private builders were obliged to make use of; they were obliged to have recourse to certain methods, as well as the King's yards.

Then the inference you draw is founded on the same principles as gave rise to your opinion before stated, the practice of the public yards?—Yes; I should suppose the large timber is very hard to be procured by the merchants yards as well as the public yards. When I first came to the business, we used broad clamps for the large beams; afterwards necessity obliged us to introduce two breadths and shorter lengths; the plank that used to run to what we term a three port shift, was obliged to run only to a two; the beam that was in one was then made in two, and the beam that was in two was made afterwards in three.

Of the actual consumption of the private yards, of course you have no information? No, I have not.

Do you consider the naval architecture improved of late years or not, as to the mode of putting a ship together?—No, I do not know that it is; I conceive that the

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old principle, where you had the materials in abundance, was equal to the present, or better than that which necessity has obliged us to follow.

Then you do not consider the present plan of fastening ships, is equal to the old?—There are many different substitutes that have been introduced from necessity.

But my question is, whether the present mode of fastening, the most improved mode of fastening, is as good as that which was adopted formerly?—I think there are some of them equally good.

Then from whatever cause they were adopted, whether necessity or any other cause, you think them as good as the old mode?—Some of them are; I think some of the modes of attachment of the beams to the sides are substitutes for knee timber, I think are equal.

I believe the scarfing does not apply to the frame timber?—Yes, that is the circular timber that is scarfed particularly; it particularly applies to the timber of the frames where the circular timber is used.

What is meant by butting?—Butts are two pieces of timber that plainly come in contact with each other.

Merely two pieces of timber coming end to end?—Yes.

If they at all overlap with a view to make a crooked rib, you call it scarfing?—Yes, where two pieces are combined together, one overrunning the other.

Were you not always obliged to use more than one piece of timber in making the crooked ribs of a seventy-four, as well in old times as now?—No; I never saw any crooked timber formed by scarfing till of late years.

You mean to say, that until of late years all the crooked ribs up to the part of the rib in which you could continue it in a straight form, was made in one piece?—No; the frame of a ship is composed of many pieces, the first, the second, the third and fourth futtock are formed, some of those timbers by pieces, particularly the fourth futtock; that was in one piece, necessity has obliged us in some instances (in one of the yards in particular, that is to say Chatham yard) to make of three pieces and of two pieces.

Committee.]—What is the reason of its being more in that yard than others?—There has been a greater proportion of building carried on in that yard, and I was partial to the plan, and introduced it more to get on with my works, that I might have the same seasoning in the same frame I made the timber as it came in.

Mr. Harrison.]—Am I right in supposing, that in making the frame or rib timber of more pieces than one, you do not put the parts where they join, or the places where you make the scarfs, side by side to each other, but that you interlace them?—The timbers are put side by side as heretofore, and the scarf, or made timber, is transverse or athwartship.

How many scarf timbers have you in a rib generally, now upon the present construction?—Only the most difficult timbers are so formed, the most circular timbers are so formed.

To what futtock does it principally apply?—Principally the fourth from the bottom.

Committee.]—There are four futtocks in all?—Necessity has obliged us occasionally to go to five, but generally there are four.

There are four futtocks from the rib?—The futtocks are a component part of the rib.

Mr. Harrison.]—Can you give some general idea, how many scarf timbers there may be in a seventy-four in the ordinary construction, where you have the fair supply you have had of late years of timber?—Not exactly; probably there may be, in two or three ships, frames that are so constructed, at present about fifty in a frame, or thereabouts; I allude principally to the ships building now at Chatham.

While the practice continued of making the crooked and compass pieces out of one tree, and before the introduction generally of scarfing, were you not often obliged to use overgrown timber, that in the present mode of building you put aside as not so good in point of strength and durability?—I believe, from the difficulty of procuring compass timber, or circular timber, frequently timber has been allowed to go, that, if better could have been got, would not in former times.

I think you said, with a view to equality of season and expedition of work, that you

you were an advocate for scarfing, in its early introduction?—I was, because I have known ships that were seven years in building, and probably one part of the frame has been provided in the first year, a certain proportion two or three years afterwards, and so on, from the difficulty of procuring certain pieces. *Mr. Robert Sepping.*

How many years ago is the period to which you now allude?—I remember one instance particularly, on my going to Chatham, in the Impregnable and the Warspite.

How many years ago?—It was in 1803.

Of course what you have stated to us proves that the consumption of very large timber is in some measure saved by this scarfing?—No; I do not think the consumption of large timber is saved by that mode, because, as I observed before, you require the same breadth and thickness.

With a view to get at the crooked and compass-timber, are you not obliged to get very large trees and cut a great deal to waste, in converting a tree of that description to the purpose for which you want to apply it?—Certainly; if the timber grew exactly to the form you wanted to use it in, there would be no greater waste in the conversion to that form than there would be in a straight tree.

Am I to understand, that in converting a piece of compass or crooked timber to the purpose for which you wanted it, you were not obliged from the thickest end to cut a great deal away to bring it to the proper size for your rib?—I believe, generally speaking, there is a greater waste or consumption in procuring compass-timber than there is in the straight, considerably.

If a compass or crooked piece of timber was of a length sufficient for your purpose, it would be of very different thicknesses at the two ends, and therefore at one end you will be obliged to cut a great deal to waste, in order to bring it to your size?—Yes, there would be no great waste, if the timber grew to exactly the form you required; but as that is not often the case, of course there is a greater waste in procuring the compass than the straight timber.

Then without going again to the question of size, am I at liberty to conclude, that by shortening the shifts and lessening the curviture, you have greater facility in construction, from being more readily able to get at pieces adapted to your purpose?—The shift is not shortened, but the difficult timbers are scarfed or made.

Scarfed at the head?—No, in the middle.

The contracts for building have generally been, I believe, open contracts?—I know no instance to the contrary.

Do you know how many of the out-port builders who took the contracts at low prices, have failed in consequence?—No, I do not; many I know have, but I cannot state to what extent.

Is the fifty-gun ship which you allude to, as building at an out-port, called the Pelham?—No, she is building by a man of the name of Pelham.

Where is she building?—At Rochester.

Has she been built within her contract time, or is she out of time?—Out of time considerably.

How long has she been on the stocks?—I cannot speak positively, but I should think somewhere about three years.

In what state is she now?—They are now planking her and getting the beams in.

You have stated, that with the arrangements at present made, and regulations about to be made, you think the public yards will be adequate to supplying all the ships of the line Government may want?—Yes, I think they will.

Of course, I cannot wish to ask any public secrets as to what those regulations may be; but do you allude to the building of a new dock yard?—No, I do not.

Do you think that in order to enable Government to build all their line of battle ships, if the same Navy, in point of size and amount of vessels, was required that we have wanted, and had for some years past, the public yards would be also equal to building all the large frigates and vessels of that description?—No, I do not think they would.

Merely with a view to show the size of the large frigates, what would you state to be the sort of average tonnage of forty gun frigates, and eight-and-thirty gun frigates?—Say 1,100 tons.

Then to keep up the Navy to its present establishment, supposing it was wanted by a new war arising, or any circumstance of that sort, you must resort to the assistance of other yards for the building of large frigates and other vessels, to enable Government to build all their line of battle ships?—Yes.

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Now one word about the men; you have stated that the men that have been procured from time to time for the public yards, have come from various Outports and other parts of England, and that the supply from the Thames has been small; I want to know from what sources of information you state that to the Committee?—When a man comes to be entered in the dock yard, he produces his indenture.

Which enables you to see where he was bred?—Exactly so.

Then your information applies only to the yard in which you yourself were engaged?—And in other yards I was in before; I was in Plymouth yard and Sheerness yard.

Have you any knowledge of the Woolwich and Deptford yards in that respect?—I never belonged to those.

Have you any knowledge of the Portsmouth yard?—I was there on duty eighteen months, but not to know any thing of that nature.

What was your knowledge of Plymouth yard, with reference to this question?—I was in the Plymouth yard two or three-and-twenty years.

What has been your length of knowledge of Chatham yard?—About ten years.

Do you know any thing of the Navy Board having refused offers of oak timber lately?—No; I am not aware of a circumstance of that kind.

That has not occurred since you have been a Commissioner?—There have been offers made of timber, and I believe at this time there is an offer made of additional timber by one of the contractors.

[*Re-examined by Mr. Spankie.*]

You have been asked a great deal with respect to the different modes in which the ribs and frames are now made; can you state, with reference to the former mode of building and the present mode, which of the two tends to the greatest consumption of ship-building timber?—I should conceive the present, certainly.

Do you know in what respect that greater consumption will affect the succession of ship-building timber?—In my answer to that question, it will apply more to the planking of the ship-beams, &c. than the frame.

You have stated, that you have observed a scarcity of ship-building timber; do you draw that inference of scarcity from what you have seen in the King's yards and in the merchants yards?—From what I have seen in the King's yards and the merchants yards.

As to the supply of ship-building materials?—Yes.

In your opinion, has that scarcity been visible within the last few years?—Particularly within the last twenty years.

From actual observation in the yards, you are enabled to say that?—Yes; and from practical knowledge of the number of expedients which have been had recourse to.

So that without reference to the comparative merits of those expedients, in your opinion they confirm the fact of a scarcity?—Yes.

You have stated, that in some instances in the Outports, the time limited by contract has been exceeded by the builder?—Yes, I believe in many instances.

Do you know any thing of the same kind in the river?—I am not aware of a circumstance of the kind in the river.

Do you know whether the time was exceeded by permission of the public boards, or contrary to their permission?—In some instances the public board has consented to the time being extended; and I believe, in the river, after the American war, that was the case.

Can you speak of more recent periods?—No, certainly not in the river.

You have stated, that in your opinion Government might be equal to the building of all the ships of the line requisite, but not of the frigates; are you aware of the extent of the assistance Government have derived from the building of teak ships in India?—No.

Have you seen any of the teak ships?—I have seen one of the teak ships.

Do you consider those ships a useful supply?—Most certainly.

Both with respect to materials and workmanship?—Certainly.

[*Examined by the Committee.*]

Do you happen to know whether any tender has been made to supply Government with all the oak it wants for seven years, at a lower price than it has hitherto paid?—No, I am not aware of that.

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Such an offer could not have been formally made without you, from your situation, being acquainted with it?—Certainly not.

From an account that has been delivered in, it appears no ships of the line have been repaired in the merchants yards since 1805?—No.

Where have they been repaired?—Such as have been repaired, have been repaired in the King's yards.

Were they in the habit of repairing ships of the line before?—No, I think not.

Have you ever been in the habit, at any period, of repairing ships of the line in the merchants yards?—Yes; I believe in the year 1805, several ships were repaired in the merchants yards.

Do you know any reason why that has been discontinued?—I believe it has not been required.

You think there is accommodation in the King's yards for the repair of all the King's ships that may be necessary?—All the ships of the line.

And you think that they will also be able to build all the ships of the line that may be necessary?—Yes, I conceive they will, if proper materials can be procured.

Then as far as ships of the line are concerned, you deem the maintenance of the merchants yards not to be a particular object to Government?—That is my opinion.

You have been in the habit of repairing the smaller ships in the merchants yards, have not you?—Yes, from time to time, for many years past.

Have you done that from preference or from necessity?—From necessity.

Do you find that the repair of them in the merchants yards, is more expensive than in the King's yards.

I consider that it is more expensive.

A great deal of foreign timber has been imported into the country, with a view to ship-building?—A great deal in the dock yard.

And it has been increasing in point of quantity?—Yes, I conceive so.

Does that arise from foreign timber being necessary for the construction of ships, or from any want of supply from the home market?—Want of supply from the home market.

Have not the Government paid very high prices for the foreign timber imported?—Timber imported from South America has come very high.

Are you aware from what other countries they have got supply?—The Adriatic, and the Baltic and Canada.

Have they brought any mahogany?—None has been yet received.

Is there any contract for mahogany?—There is an agreement for mahogany.

And all these efforts to obtain oak from foreign countries, have arisen from a belief that there is a want of oak in this country?—Most undoubtedly, and particularly oak of a large growth.

You spoke to some regulations in the dock yards, which were likely to bring forward the apprentice faster than they could have been brought forward subject to the preceding regulations; what time was it before they were considered as complete shipwright before?—A great deal depended upon the strength of the youth and his abilities.

Are you aware whether seven years were necessary in all cases to form a person as a shipwright?—No, the greater proportion of the apprentices in our yards perform men's work in their fourth year.

Government receive the chief supply of their shipwrights from the Outports northward?—A very great proportion of late years.

And comparatively very little from the Thames?—Very few from the Thames, as far as it has fallen under my observation.

Then the only assistance the merchant yards afford to Government is in building ships for which contracts are made?—Principally, I should conceive.

Subsequent to the contract with Mr. Larkins, has not the timber been generally much better supplied than it was formerly?—I think it has, under the great contracts.

The price of timber has been increasing rapidly?—Increasing rapidly.

Can you attribute that to any other cause than the demand being greater than the supply?—I should suppose that is the cause it arises from.

You have spoken of considerable alterations made in the system of building; do not you consider those alterations to have been all made to meet the deficiency of the material?—Most undoubtedly.

In your situation at the Navy Board, and in your previous situation of a

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Surveyor, you must have had an opportunity of seeing a great many ships building, both in the King's yards and in the merchants yards, will you state generally what is your estimate of the ships built in the King's yards and those built in the merchants yards, whether you think them equally well built, or what is the difference you think there is between them?—The ships built in the King's yards, generally speaking, are preferable to those built in the merchants yards.

Does that superiority arise from the workmanship, or from the materials?—From the workmanship.

Is that the result of your general observation?—It is the result of my general observation.

Do you know what the last contract price was for building in the merchants yards?—To the best of my recollection, it was 33*l.* 10*s.* I think that was the last. I was not at the Board at the time.

For ships of the line?—Yes.

What do you estimate the amount of building in the King's yards?—From the best estimate I could ever form, for a ship kept as correct as possible in the King's yards, it would be about 28*l.* per ton for a seventy-four.

Have you ever formed any estimate of the comparative duration and service between those built in the merchants yards and those built in the King's yards?—No.

Do you think there is any difference?—Yes; I should suppose it would be in favour of those built in the King's yards.

Do you know any ships of war or frigates that have been built in the Out-ports?—Yes, many; I have surveyed many.

Do you consider them as good as those built in the private yards in the Thames? Yes, in some instances equally good in all respects.

And you are not aware that there is any reason why they should not build as well in the Out-ports as in the Thames?—I know of no reason.

Do you know what prices you have paid per ton for ships built in the out-ports?—No; I cannot call the different prices given for different classes to my recollection.

Was it less than in the Thames?—I cannot say; I believe, in some instances, it was.

You have said, it is your opinion, from general observation, that ships of war built in the King's yards are preferable to ships built in the merchants yards, and that on account of the superior workmanship in the King's yards?—Yes.

When orders are given for the construction of a ship of war in the merchants yards, is not an officer appointed on the part of the King, to superintend that construction?—Yes.

There is also a second officer to controul that first?—No; there is an officer appointed first, called an overseer, from the dock-yard.

Describe the precautions taken on the part of the King for the construction of a ship in the merchants yards?—When a ship is contracted for by the Government, an overseer or inspector is appointed; he has the general superintendence of the building of that ship, and occasionally the ship is visited by the assistant surveyor, or by one of the assistants in the dock-yards, before certain payments are made.

Is it the duty of that assistant surveyor who makes occasional visits, to controul the procedure of the first surveyor?—Certainly; if he sees any thing that is improper, he has a power to condemn it, or desire to have it removed, or report it to the Board.

Has not this first overseer, who is appointed to see that the ship is properly constructed, power to direct her construction, in any particular point, different from the contract entered into between the merchant-builder and the King's commissioners, and also, if he sees any piece of timber about to be employed in her construction, which he thinks defective in quality, or of improper shape, to condemn that piece of timber, and forbid it to be used?—No; he has no authority to alter her mode of construction, but he has authority to object to any improper materials.

You say, he has no authority to alter her mode of construction?—When I make use of the term construction, I mean not as to the form, but as to the connecting the ship together.

He has no authority to direct the particular way in which she shall be put together?—Certainly not.

But if after the contract has been entered into to build the ship in a particular way, and she has been laid down and her construction proceeded upon in that way, if he should

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should, from any representations that may be made, receive directions from the board to order some alteration in the plan of her construction, is not the merchant builder who has entered into the contract, obliged to submit to that alteration?—The merchant builder is not obliged to submit to any alteration contrary to his original contract.

Of that you are sure?—That has been the usage, to the best of my knowledge.

And you speak practically?—I speak to what the usage has been.

Do you conceive yourself to know so much as to be able to speak with certainty to it?—The overseer is not at liberty to direct essential alterations, trivial alterations he may order.

If those which you call trivial alterations should, notwithstanding their being trivial, cost the merchant builder more than it would to have pursued exactly the original plan as contracted for, would he still be obliged to submit?—No; I have seen bills sent in by contractors to the Navy Board, when deviations have been made from the original contract.

Were those bills paid?—I cannot answer that.

Did you know, or did you think, that the board was obliged to pay those bills; or was it hoped they would be paid as matters of grace?—I should suppose that if the contractors made out a clear case, the bills would be paid.

Of necessity?—Of necessity.

You have said generally, that ships of war built in the King's yards are preferable to those built in the merchants yards; was your opinion drawn from any observation of the longer duration of ships built in the King's yards, than of those built in the merchants yards?—Yes, and their less complaints or defects.

You have observed defects in ships built in the merchants yards, after some period of service?—Yes, of course after service, or they would not complain.

Do you think that the materials employed in the merchants yards are inferior to those employed in the King's yards?—No, I do not, in point of texture.

Is not a ship, after she has been built in the merchants yards, overlooked before her launching by a special officer sent for that purpose?—Not particularly before her launching; but after her launching she is surveyed by the officers of the yard to which she is directed to proceed.

Do they make any report upon the manner in which she is put together?—Not as to the principle on which she is put together, that is directed by the Navy Board, but as to the manner in which that principle has been executed.

Then if they should report that it has been ill executed, what would follow?—I have known that certain materials have been removed, or as it is commonly called shifted, and others placed in their stead.

At whose expense?—By the merchant builders.

Was he paid extra for that?—He paid the Government the expense the Government has been at, to make that good that he left defective.

Then do the board order those deficiencies to be supplied by some other person than he who undertook and performed the original contract?—Government perform that work themselves.

Then the expense which they have been at in making perfect that which he left defective, has been deducted from the price which he was to have by the contract for building the ships?—Certainly, those visible defects, for that is all the officer can look at; a ship may be very badly executed, and yet fair to the eye.

Then as far as good work can be insured by proper controul, if a ship should be ill put together in the merchants yards, it would not be the fault of the merchant builder, but of those employed to superintend the building?—The fault of both.

Do you ever find a ship that has been built in the King's yards upon service complain?—All ships complain more or less.

Do you ever find a ship built in the King's yards, complain so much as to make you think she has not been so well constructed as they usually are there?—No, I cannot bring to my recollection an instance at present.

Do you think that all ships built in the King's yards, wear equally well, supposing them to meet with the same good fortune of weather?—That depends upon the materials they are built with.

Supposing the materials equally good?—No; I consider that some of the King's yards perform their work better than others.

Did you ever know a ship which was built in the King's yards, turn out so ill, that you would think she had been ill constructed?—I have known a late instance of a ship,

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ship, built in a King's yard, turning out very defective in materials, but not in workmanship.

Then you never knew an instance of a ship showing by her wear afterwards that she had been ill put together, which had been built in the King's yards?—I cannot call to my recollection.

But you think there is a difference in the King's yards, that some put their ships together with greater care than others?—I think there is.

You have said that for want of natural compass-timber of late years, the King's yards have been driven to the practice of fabricating artificial compass-timber?—I have.

Do you think that any token of an insufficient supply of timber in general?—Of circular or compass-timber particularly.

Then you meant only to say, that natural compass-timber had become more scarce than it was, and insufficient for the use of the King's yards?—Yes, certainly.

And when you said so, you did not mean to speak of the sufficiency or insufficiency in general of timber to the supply of the King's yards, or of the general demand of the country?—I spoke of that under another head.

When natural compass-timber was to be had, and was used, was it always exactly the shape it was wanted?—No, certainly not.

Were not you often obliged, when a piece of compass-timber shewed that it would turn out of its compass that which you wanted, to cut off a great deal of sound wood which would have been useful for other purposes, in order to adapt that piece of compass-timber to use?—There is a greater waste in the conversion of compass-timber than there is in straight.

Is there more timber wasted in converting a natural piece of compass-timber to its use, than there is in fabricating out of straight timber a piece of compass to supply the same use?—I should think there is a greater waste in forming the compass-timber of many pieces, than there would be in converting a piece that grew crooked.

Then you think that in most cases it will take a less number of feet of timber to fabricate compass timber artificially, than to convert the natural compass-timber to the same use to which it is to be applied?—It will take more timber to convert it artificially.

You have said that fir has been used of late years, both in the construction of frigates and in the repair of some ships, in order to save oak?—Yes.

Of what years do you speak, when you say of late years?—Principally within these last two years, in the construction of frigates; and in the repair of line of battle ships, within the last seven or eight years.

Do you know what the prices of fir have been for the last five years, such fir as was used as a substitute for oak?—I believe fir has been up at 12 *l.* a load, and pitch pine 14 or 15.

Do you know what has been the price of the best Memel and Dantzic, for the last five years?—No; Memel we do not use in the King's yards.

What do you use in the King's yards?—Pitch pine and American fir.

Only American fir?—We have used Dantzic fir and Riga.

Do you know that Dantzic timber, about three years ago, bore the price of 15 *l.* a load in the river Thames?—We had no contracts at that time for Dantzic fir; we had fir from America at the time the Baltic was shut.

At what price was oak-timber then per load?—The price of oak-timber varies according to the dimensions of the tree.

What was the price of 60 feet metings?—Probably from 8 to 9 *l.* or thereabouts; I cannot say exactly.

Do you know what was the motive of Government, in ordering frigates to be built of fir, and other ships of war to be repaired with fir at that time?—To husband up or save the English oak.

Whence have you your knowledge that that was their motive?—I had no particular official knowledge of it; from general observation.

Whence have you your knowledge, that that was their motive?—I have no official knowledge, but I know it was for the want of oak that was applicable to the purposes that we have used it in the King's yards; and I conceive the same reason to have prevailed in the merchants yards.

But you say, that oak of 60 feet metings, was to be had at that time at about 8 or 9 *l.* a load; and you say that American fir was from 10 to 12 *l.* a load; how should arise in the notions of the Navy Board a scarcity of oak-timber particularly?—I never said it was to be had; the price of an article is one thing, and to have a certain quantity is another, at that price.

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Then do you think at that price there could not be procured a sufficient quantity of oak-timber to answer the purposes of the Navy?—I should suppose not. *Mr. Robert Sepping.*

Do you suppose not, because they ordered fir frigates to be built, and other ships of war to be repaired with fir?—Yes; I should not suppose they would have flown to fir, and thereby use an inferior article, if a sufficient quantity of a superior could have been procured at the same price, or any thing near it.

But it appears, that the best kinds of fir bore a higher price than ship-building oak of 60 feet metings?—A piece of fir-timber, probably at 16*l.* a load, is cheaper than oak at 9*l.* because the fir is measured as a square, and the other, as before is described.

It would go so much further as to make up the difference of price?—Certainly.

You may get more wood for your money, in fir than in oak?—Yes.

If 8*l.* or 9*l.* a load for ship-building oak is about equal to 16*l.* a load for such fir timber as was used for the building King's ships, what would be the reason for preferring the fir to the oak, one not costing more than the other?—I conceive that the oak was not to be procured.

On account of longer durability, at equal prices, the oak would be the preferable material?—Certainly, very considerably.

You have said before, that your reason for thinking that oak was not to be procured, was, the board having ordered some frigates to be built of fir, and other ships of war to be repaired with fir?—Yes; that and my general observation of the want of materials for years past in the dock yards.

Do you know at what price per ton the fir frigates were built?—I believe the fir timber was delivered by Government to the merchants at a certain price per load.

Do you know what that price was?—No, it was before I came to the Board; I believe it was 12*l.* but I am not positive.

Do you know how the contract was made; whether it was made at so much per ton for building the fir ship, and then the price of the fir used, at 12*l.* per load, to be deducted from the sum arising out of 26*l.* per ton upon the contract; or whether Government contracted to supply the material, and then to pay so much for constructing the vessel?—I am not positive as to the price of the fir; Government delivered the material at a certain price, and the merchant builders built the ship for a certain sum per ton; the merchant builders received so much timber at a certain price, and whatever they used up, they paid for out of the contract.

You do not know the exact price at which the contract was made per ton?—No, I cannot state it; they varied in different parts; they were not all alike.

You have said, that Government has the means of building ships of the line, without resorting to the merchants yards in future?—I think they have.

Do you say, that supposing the war to have gone on, and the wear and tear of the Navy to have been equal to what it has been for the last seven or eight years?—I have answered that question before.

You stated before, that they had, with the accommodation they now possess, and with other means which they had it in contemplation to construct?—Yes.

Then you did not mean to say that they have at present?—I mean to say, that they have at present.

Have they lately then enlarged their accommodation for building ships of the line?—In one yard we have two additional slips added for ships of the line, and in others it is in contemplation to add more.

Then do you think that those slips which they have it in contemplation to add in other yards, will be superabundant, or only necessary to the probable exigencies of the Navy for building and repairs?—I consider that Government will then have the means of providing a sufficient quantity of ships of the line that may be required for the country.

Then if they have, in some degree, already increased their accommodation for building ships of the line, and project to make further increase; and when that further increase shall have been made, they will then only have sufficient to meet the exigencies of the Navy, how can they be said to have sufficient now?—I conceive even the present accommodation is sufficient, with the improved mode of working the people.

Then if they should construct more, which you say they have it in contemplation to do, they will have more than they want?—No, they will not; but by having additional slips, they will be able to construct ships to greater advantage, as they will be longer building, and consequently receive greater seasoning.

Then those slips which are only projected and not yet executed, were not necessary

Mr. Robert Sepping.

to put the board in a state to meet the exigencies of the Navy at present?—I believe I have said before, that the present conveniencies would be equal to it.

You have given it as your opinion, that a simple mast is preferable to a compound one, provided the tree be unexceptionable?—Yes.

Is that opinion of yours founded upon an observation of the duration of simple masts, compared with the duration of compound ones?—I mean both for strength and durability, because where masts are composed of many parts, the surfaces that come in contact are always subject to decay.

That you say, upon having observed that they did decay?—Numbers.

Then your opinion of the simple mast being preferable to the compound one, is formed upon an observation of the wear of both?—Upon the wear and upon the friction of the parts that are brought together.

Is the superintendence that takes place in the merchants yards at all equal to that sort of superintendence that takes place in the King's yards?—Certainly not.

Is there any alteration in the planking of a ship from what it was formerly?—Internally the whole is omitted in some particular ships.

But is there any alteration in the length of the planks used?—Within late years they are considerably shorter than they were heretofore.

What is the reason of that?—From want of long timber.

Do you conceive the ships equally strong with a short plank as with a long plank?—Certainly not, the greater number of pieces, the weaker is the fabric.

[The following ACCOUNTS and PAPERS were read:]

(59.) A. 1.—Money paid by the East India Company, for Building and Outfit of Ships in India for their own service — p. 463.

(60.) A. 2.—Accounts of Expenses of the East India Company's ship *Thomas Grenville*, from her first cost and outfit in India, to her 3rd voyage from London — ibid.

(61.) A. 3.—Ships built for the Service of the East India Company; 1793—1814 — p. 466.

(62.) A. 4.—Artificers permitted by the East India Company to go to India, for the purpose of building Ships, &c. — p. 468.

(63.) A. 5.—India-built Ships admitted to British Registry since 31 March 1814 — ibid.

(64.) A. 6.—Orders of the East India Company, relating to Teak or Indian Wood Ships, &c. — p. 469.

(65.) B.—Award in the case of H. M. Ship *Ajax*, built by Messrs. Brent — p. 470.

(66.) C. 1.—Overseer's certificate for *The Dublin* — p. 473.

(67.) C. 2.—Master Shipwright of Woolwich Yard and Assistants, their Survey of *The Dublin* — p. 474.

(68.) C. 3.— — D° — — D° — — upon the Fastenings of *The Rodney* — ibid.

(69.) C. 4.—Overseer's Certificate for *The Rodney* — ibid.

(70.) C. 5.—Master Shipwright of Woolwich Yard and Assistants, their Survey of *The Rodney* — p. 475.

(71.) C. 6.—Money expended on the Hulls of *The Rodney* and *The Dublin*, after being launched — ibid.

(72.) D. 1. 2. 3.—Papers relating to defects in H. M. Ship *Courageux* — ibid.

(73.) E. 1. 2.— — D° — — D° — — in H. M. Ship *Blake* — p. 477.

(74.) F.—Extract of Letter from the Chatham Officers, relating to H. M. Ship *The Terrible* — p. 479.

(75.) G.—Certificate of Survey of the Master Shipwright of Woolwich Yard and his Assistants for H. M. ship *Ardent*; built by Mr. Thomas Pitcher — ibid.

(76.) H.—Ships and Vessels in H. M. service, launched from the Private Yards in the river Thames; and also Ships, &c. now building — p. 480.

(77.) I.—Rough Oak Timber purchased by The Ordnance Board; 1806—1813 — p. 489.

(78.) K.—Ships and Vessels built in the ports of Sunderland and Tyne; 1786—1813 — p. 494.

(79.)—Ships built, building, or ordered to be built in India for His Majesty's Service — ibid.

(80.)—Ships of the Line built in the Merchants Yards in the river Thames, from 1793 to 1814 inclusive — p. 495.

(81.)—Shipwrights employed in the King's Yards, in each year, from 1793 to 1814 — p. 496.

(82.)—Shipwrights entered in the King's Yards in the present year (1814) — ibid.

(83.)—Expenses for repairing Ships of War in Private Yards; 1793—1814 — p. 497.

(84.)—Ships in the service of Government repaired in Merchants Yards in the river Thames; 1793—1814 — ibid.

(85.)—Ships and Vessels of War building in Private Yards at The Outports — p. 498.

(86.)—Foreign Thickstuff, Plank, and Fir Timber, expended in His Majesty's Dock Yards; 1803—1812 — ibid.

(87.)—ENGRAVING of a MODEL, referred to in the Evidence of Mr. *Henry Dawes*, page 437, XVth Rep. of these Minutes — *to face* p. 498.

ACCOUNTS AND PAPERS.

(59.)—A. 1.

AN ACCOUNT of the MONEY paid by The EAST INDIA COMPANY for the Building and Outfit of the Ships which they have built in India for the Company's Service;—distinguishing each Ship, and when and where the same was built:

1808.	Thomas Grenville, built at Bombay	Expense Rupees	3,59,488.
1810.	Charles Grant, built at Bombay	Expense Rupees	4,40,556.

East India House, 28th May 1814.

WM WRIGHT, Auditor of India Accounts.

(60.)—A. 2.

AN ACCOUNT of the First Cost and Outfit in India, of the Ship THOMAS GRENVILLE, of 886 Tons burthen;—distinguishing the Expense of the Hull, Stores, Advance of Wages, Provisions, &c. with the Amount of Freight made on the Voyage from Bombay to China, and thence to London; calculating at the Average Rate of Freight paid to other Ships, on the Cargo she brought home.

	£.	s.	d.	£.	s.	d.
TO Amount of Building the Hull, including Ironwork	23,199	—	—			
" Copper Sheathing, Bolts and Nails	3,617	2	6			
" Masts, Yards and Spars	2,060	—	—			
" Rigging, Cables and Cordage	4,827	12	6			
" Sails	1,761	15	—			
" Guns, Gun-Carriages and Shot	1,954	17	6			
" Kintledge and Stone Ballast	1,600	—	—			
" Anchors and Grapnals	558	5	—			
" Blocks	476	—	—			
" Water Casks	226	10	—			
" Ship Chandlery and Braziery	600	5	—			
" Sundry Stores	1,035	17	6			
" Provisions	1,661	3	—			
" Wages advanced	1,563	5	—			
				45,141	13	—
To Amount of the Commander's Disbursements upon the Voyage	4,571	12	—			
" Expenses in England homeward-bound	574	2	11			
" Wages paid after the Ship's clearing	2,771	9	6			
" East India Dock dues	533	8	—			
" Goods damaged, and short delivered	384	—	—			
" Expenses incurred in maintaining 78 Lascars employed in navigating the Ship to England, and in returning them to India	2,334	2	8			
				11,168	15	1
			£.	56,310	8	1
BY Freight of Cotton on the Company's account, from Bombay to China, 522 Tons or 942 Candies, a' 35 Rs per Candy	4,121	5	—			
" 228 Tons charged to the Account of Capt. Phillips	456	—	—			
" Kintledge 108 Tons a' £. 19. 8. 2.	2,096	2	0			
" Tea 743 a' D°	14,420	7	10			
" 38 Tons of Private Trade brought to England	1,400	—	—			
By Demorage in India and China, 201 days, a' £. 22. 4. 6.	4,467	4	6			
" for Deviation through the Straits of Malacca, 20 days	444	10	—			
" at Prince Wales' Island, 2 days	44	9	—			
" at St. Helena 3 D°	66	13	6			
By Charter Party Passengers	91	—	—			
				27,607	11	10
By Balance				28,702	16	3
			£.	56,310	8	1

East India House, 23d May 1814.

JOSEPH BOULDERSON.

AN ACCOUNT of the Expenses of Repairs, Outfit, &c. of the Ship THOMAS GRENVILLE, of 886 Tons burthen, on her First Voyage from London, together with the Freight home; calculating at the average rate of Freight paid to other Ships, on the Cargo she brought home; and an Account of the Expenses of all kinds for the whole Voyage.

	£.	s.	d.	£.	s.	d.
TO Balance against the first Voyage homeward	-	-	-	28,702	16	3
To Amount of Repairs to the Hull, including Ironwork	2,232	4	2			
- - Dº - Copper Sheathing, Bolts and Nails	378	2	2			
- - Dº - Masts, Yards, and Spars	713	1	—			
- - Dº - Rigging, Cables and Cordage	3,527	10	1			
- - Dº - Sails	1,461	5	9			
- - Dº - Guns, Gun-Carriages and Shot	231	19	1			
- - Dº - Anchors, Grapnals and Ironmongery	612	3	7			
- - Dº - Blocks	198	10	6			
- - Dº - Water Casks	1,306	15	11			
- - Dº - Ship Chandlery, Braziery, Tinware, &c.	1,044	16	3			
- - Dº - Gunpowder	392	7	—			
- - Dº - Sundry Supplies at Portsmouth	214	5	—			
- - Dº - Provisions	5,825	11	7			
- - Dº - River Pay, Bounty, Crimpage and Impress	1,905	14	—			
- - Dº - Sundry Boatswain's, Carpenter's, Gunner's, and Steward's Stores	1,038	4	2			
- - Dº - Riggers, Lumpers, Pilots and Lighterage	626	7	6			
				21,708	17	9
				50,411	14	—
Homewards:						
To Amount of the Commander's disbursements on the Voyage	1,721	7	4			
- - Dº - Expenses incurred in petty disbursements during dº	397	3	—			
- - Dº - - Dº - Dº - in England homeward	414	3	1			
- - Dº - Wages paid after the Ship's clearing, including Absence Money	3,381	15	9			
- - Dº - Stores received at St. Helena	18	—	8			
- - Dº - East India Dock dues	533	8	—			
				6,465	17	10
				56,877	11	10
BY Passage and Diet of Military	2,548	—	—			
- Impress	3,544	—	—			
- Bounty and Manning	1,107	10	—			
- Old Stores sold	486	8	—			
				7,685	18	—
Homewards:						
By Amount of War Contingencies	16,151	—	10			
- Freight of Kintledge 108 Tons at £. 19. 10. 5.	2,108	5	—			
- - Dº - Piece Goods 34 — — —	663	14	2			
- - Dº - Raw Silk 41 — — —	806	7	1			
- - Dº - Indigo 90 — — —	1,758	17	6			
- - Dº - Cinnamon 203 — — —	3,962	14	7			
- - Dº - Pepper 9 — — —	175	13	9			
- - Dº - Saltpetre 333 — — —	6,500	8	9			
- - Dº - Short Tonnage 71 — — —	1,385	19	7			
- Extra Wages	1,440	—	—			
- Demorage at Spithead, Madeira and in India, 44 days, at £. 22. 4. 6.	977	18	—			
- Charter Party Passengers	525	—	—	36,447	19	3
				44,133	17	3
- By Balance	-	-	-	12,743	14	7
			£.	56,877	11	10

East India House,
23d May 1814.

JOSEPH BOULDERSON.

AN ACCOUNT of the Expenses of Repairs, Outfit, &c. of the THOMAS GRENVILLE, of 886 Tons burthen, on her Second Voyage from London, together with the Freight home; calculating at the average rate of Freight paid to other Ships, on the Cargo she brought home; and an Account of the Expenses of all kinds for the whole Voyage.

	£. s. d.	£. s. d.
TO Balance against the first Voyage		12,743 14 7
To Account of Repairs to the Hull, including Ironwork	1,878 8 8	
- - D° - Copper sheathing, Bolts and Nails	754 14 8	
- - D° - Masts, Yards and Spars	625 15 3	
- - D° - Rigging, Cables and Cordage	3,245 — —	
- - D° - Sails	1,181 2 2	
- - D° - Ironmongery	201 7 3	
- - D° - Blocks	175 11 —	
- - D° - Water Casks	756 11 1	
- - D° - Ship Chandlery, Braziery, Tinware, &c.	819 19 7	
- - D° - Gunpowder and Copper Barrels	542 15 7	
- - D° - Sundry Boatswain's, Carpenter's, Gunner's, and Steward's Stores	719 19 6	
- - D° - Riggers, Lumpers, Pilots and Lighterage	707 6 4	
- - D° - Provisions	5,771 17 9	
- - D° - Sundry supplies at Portsmouth and Falmouth	492 9 1	
- - D° - River Pay, Bounty, Crimpage and Imprests	1,991 14 6	
		19,864 12 5
		32,608 7 —
Homewards:		
To Amount of Commander's disbursements on the Voyage	2,315 5 7	
- - D° - Sundry disbursements during the Voyage	419 12 6	
- - D° - Expenses incurred in England	574 2 8	
- - D° - Wages paid after the Ship's clearing, including Absence Money	4,237 4 1	
- - D° - Stores, &c. received at Bengal	202 13 7	
- - D° - D° received at St. Helena	68 14 8	
- - D° - East India Dock dues	533 8 —	
- - D° - Goods damaged and Short delivered	42 18 2	
		8,393 19 3
		41,002 6 3
To Balance		909 19 10
		41,912 6 1
BY Passage and Diet of Military	1,218 — —	
- Impress	3,544 — —	
- Bounty and Manning	1,107 10 —	
- Old Stores sold	569 10 —	
		6,439 — —
Homewards:		
By Amount of War Contingencies	14,020 19 —	
- Freight of Kintledge - - 107 Tons, at £. 19. 10. 5.	2,088 14 7	
- - D° - Piece Goods - - 60 — - - — -	1,171 5 —	
- - D° - Raw Silk - - - 118 — - - — -	2,303 9 2	
- - D° - Lack dye - - - 3 — - - — -	58 11 3	
- - D° - Private Goods - 330 — - - — -	6,441 17 6	
- - D° - Saltpetre - - 267 — - - — -	5,212 1 3	
- - D° - St. Helena Stores - 9 — at £. 9. 15. 2½.	87 16 10	
- Extra Wages	1,710 — —	
- Demorage during the Voyage - 96 days at £. 22. 4. 6.	2,133 11 6	
- Charter Party Passengers	245 — —	
		35,473 6 1
	£.	41,912 6 1

East India House,
23d May 1814.

JOSEPH BOULDERSON.

AN ACCOUNT of the Expenses of Repairs, Outfit, &c. of the THOMAS GRENVILLE, of 886 Tons burthen, on her Third Voyage from London.

	£.	s.	d.	£.	s.	d.
TO Amount of Repairs to the Hull, including Ironwork	1,942	19	—			
- - D° - Copper Sheathing, Bolts and Nails	274	8	—			
- - D° - Masts, Yards and Spars	661	3	4			
- - D° - Rigging, Cables and Cordage	3,943	18	9			
- - D° - Sails	1,220	18	10			
- - D° - Kintledge	181	4	8			
- - D° - Ironmongery	273	11	—			
- - D° - Blocks	150	7	5			
- - D° - Water Casks	636	16	4			
- - D° - Ship Chandlery, Braziery, Tinware, &c.	874	5	10			
- - D° - Gunpowder	377	18	3			
- - D° - Sundry Boatswain's, Carpenter's, Gunner's, and Steward's Stores	698	8	4			
- - D° - Riggers, Lumpers, Pilots and Lighterage	840	9	10			
- - D° - Sundry Supplies, Margate, Deal, and Portsmouth	292	17	8			
- - D° - Provisions	4,646	18	9			
- - D° - River Pay, Bounty, Crimpage and Impress	1,889	16	6			
				18,906	2	6

East India House,
23d May 1814.

JOSEPH BOULDERSON.

(61.)—A. 3.

AN ACCOUNT of all SHIPS with their TONNAGE, built for The Service of The East India Company, in each year from 1793 to 1814;—distinguishing the Places where the same were built.

REGULAR SHIPS.

When built.	Ships Names.	Tonnage.	Where built.
1794	Arniston	1,433	River Thames.
—	Earl Howe	876	D°.
1795	Cirencester	1,439	D°.
1796	Henry Addington	1,432	D°.
—	Princess Charlotte	610	D°.
—	Sir Stephen Lushington	608	D°.
—	Cuffnells	1,429	D°.
—	Glatton	1,432	D°.
—	Walmer Castle	1,460	D°.
—	Thames	1,432	D°.
—	Royal Charlotte	1,453	D°.
—	Earl Talbot	1,428	D°.
—	Hindostan	1,463	D°.
—	Earl of Abergavenny	1,460	D°.
—	Warley	1,460	D°.
—	Neptune	1,468	D°.
—	Ceres	1,430	D°.
1797	Ganges	1,502	D°.
—	Admiral Gardner	815	D°.
—	Hope	1,471	D°.
—	Coutts	1,451	D°.
1798	Walpole	823	D°.
—	Calcutta	819	D°.
—	Dover Castle	826	D°.
—	Lord Duncan	830	D°.
—	Asia	819	Liverpool.
—	Preston	671	River Thames.
1799	Kent	824	D°.
—	Lady Burges	821	D°.
—	Lord Nelson	819	D°.
—	Bengal	818	D°.
—	Castle Eden	818	D°.
—	Marquis Wellesley	818	D°.
—	Walthamstow	824	D°.
—	Earl of St. Vincent	818	D°.
—	City of London	820	D°.
—	Hugh Inglis	821	D°.
—	Charlton	818	Liverpool.

(continued)

REGULAR SHIPS—*continued.*

When built.	Ships Names.	Tonnage.	Where built.
1800	Lady Jane Dundas	826	River Thames.
—	Ocean	1,273	D°.
—	Dorsetshire	1,201	D°.
—	Windham	823	D°.
1801	United Kingdom	820	D°.
1800	Henry Addington	1,262	D°.
1801	Alnwick Castle	1,256	D°.
—	David Scott	1,276	D°.
—	Marquis of Ely	1,262	D°.
—	Perseverance	1,271	D°.
—	Baring	819	D°.
—	Marchioness of Exeter	820	D°.
1802	Warren Hastings	1,276	D°.
—	Earl Camden	1,271	D°.
—	Royal George	1,260	D°.
—	Lord Castlereagh	812	D°.
—	Europe	824	D°.
—	Essex	1,257	D°.
—	Cumberland	1,260	D°.
—	Elphinstone	1,274	D°.
—	Wexford	1,271	D°.
—	Lady Castlereagh	821	D°.
1803	Lord Melville	818	D°.
—	Prince of Wales	820	D°.
—	Ceylon	818	D°.
—	Winchelsea	1,265	D°.
1804	Jane, Duchess of Gordon	822	D°.
—	Phœnix	818	D°.
—	Metcalfe	819	D°.
—	Surrey	819	D°.
—	Devonshire	821	D°.
1805	William Pitt	819	D°.
—	Streatham	819	D°.
1806	Britannia	1,273	D°.
1808	Warren Hastings	1,000	D°.
—	Carnatic	822	D°.
—	Princess Amelia	1,275	D°.
—	Thomas Grenville	886	Bombay.
1809	Astell	820	River Thames.
1810	Rose	955	D°.
—	Charles Grant	1,274	Bombay.
—	Inglis	1,298	Prince of Wales's Island.
1811	Lowther Castle	1,427	River Thames.
—	Cabalva	1,257	D°.
—	Asia	958	D°.
—	Marquis of Huntly	1,279	D°.
1811	Bengal	955	D°.
—	Prince Regent	953	D°.
1812	Marchioness of Ely	952	D°.
—	Princess Charlotte of Wales	978	D°.
—	General Harris	1,283	D°.
—	Marquis Camden	1,261	D°.
—	Bridgewater	1,276	D°.
—	Atlas	1,267	Paul near Hull.
—	Marquis of Wellington	961	River Thames.
1813	Lady Melville	1,263	D°.
—	Castle Huntly	1,311	Bengal.
—	Minerva	950	Bombay.
—	Herefordshire	1,200	D°.
—	Vansittart	1,200	Calcutta.
—	General Kyd	1,200	Bengal.

EXTRA SHIPS.

1802	Harriet	550	River Thames.
—	Carmarthen	552	D°.
—	Experiment	549	D°.
—	Huddart	547	D°.
—	Union	550	D°.

THE above is an Account of all the Ships that have been built *expressly* for the East India Company's Service, from 1793 to 1813.

East India House,
the 23 May 1814.

J. MORICE.

(62.)—A. 4.

AN ACCOUNT of ARTIFICERS who have been permitted by the Court of Directors of The East India Company, since the 1st January 1780, to go to and reside within the Company's Territories in Asia, for the purpose of being employed in the Building of Ships, and in the Manufacture of Ropes, Cordage, and other Naval Stores.

1798.	January 31st	WILLIAM GOTT	permitted to proceed to Bengal, to practice in his profession as a Shipbuilder.
1801.	March 31st	EDWARD PORTER, WILLIAM HOLGATE, SIMON BLUSTEAD, WILLIAM REYNOLDS, MARK EVERSON, and JOSEPH SEYMOUR	sent to Bengal, for the purpose of teaching the Natives to prepare Hemp for Roping.
—	November 4th	THOMAS HAWKINS	permitted to proceed to India, to practise as a Shipbuilder.
1805.	March 27th	FREDERICK GARLING	permitted to proceed to Prince of Wales' Island, to be employed in the Dock-yard there.
—	July 31st	Two Persons	permitted to proceed to Prince of Wales' Island, at the request of the Navy Board, for the purpose of working a Steam Engine.
1808.	August 10th	ALEXANDER BURN	permitted to proceed to Bengal, to practise as a Shipwright and Boatbuilder.
1812.	January 15th	Mr. WELLINGTON	permitted to proceed to his Appointment as Master Shipwright, at the Naval Yard at Madras.
—	March 24th	ANDREW RICHARD, and JAMES ARCHINBELL	permitted to proceed to Bengal, for the purpose of assisting Messrs KYD, Shipbuilders.

(63.)—A. 5.

AN ACCOUNT of INDIA-BUILT SHIPS admitted to British Registry, since the 31st March 1814, to the latest period the same can be made up.

SHIPS NAMES.	WHERE BUILT.	DATE of REGISTRY.	TONS.
Countess of Loudon	Chittagong	April 9, 1814	481 31/94
Marquis of Wellington	Calcutta	May 6 —	636 34/94
Swallow	D°	16 —	353 65/94
Bengal Merchant	D°	16 —	477 82/94
Radnor	D°	16 —	478 27/94
Henry Wellesley	D°	20 —	301 40/94

Custom House, London,
Office of the Register Gen[l] of Shipping,
24 May 1814.

T. E. WILLOUGHBY,
Reg[r] Gen[l].

(64)—A. 6.

Copies of several ORDERS on Instructions of the Court of Directors of the United Company of Merchants of England trading to The East Indies, which have, since the 4th May 1810, been sent or transmitted to their respective Governments in India, for freighting Ships built with Teak or other Indian Wood, for conveyance of the Private or any other Trade to England; under the express condition or otherwise, that such Ships should not return to India, but be sold in England.

Extract Commercial Letter to Bombay, dated 4th May 1810.

Para. 15. And in case our governments of Bengal or Bombay shall judge fit to grant permission for Country Ships being sent to England, the system laid down in the 8th para. of our Letter to Bengal of the 21st April 1809, must be continued; namely, that it be conditioned with the Owners, that they shall supply the Ships with the whole of the Cargoes, as well as of heavy goods as light, instead of the former practice of looking to the Company to supply Sugar or Saltpetre for ballast; the ships must therefore be chartered to the Company, and then relet to the Owners; but no ship is to be chartered, unless the Owner, or the Owner and other Merchants jointly stipulate to furnish a Cargo previously to the ship being engaged. It may nevertheless be permitted that our Bengal government may lade Saltpetre, Sugar, or other of the Company's gruff goods upon freight, should the terms be reasonable and it be convenient so to do.

16. We have, upon former occasions, insisted upon the duty of treating the native seamen with kindness and humanity, and have laid down the outlines of rules for equipping them with clothes, furnishing them with proper bedding, with roomy lodging or births on board the ships, with a sufficiency of wholesome food, with proper medicines, and with every thing necessary to keep them in health. These particulars we now again briefly notice, with a strict and absolute injunction, that the births for the native seamen be more roomy and convenient than is oftentimes the custom in country ships; and that it be a clause in all the charterparties, that a port clearance shall not be granted, should the government general, or government of Bombay, be of opinion that there is not a sufficient space between decks for the accommodation of the seamen.

17. It must be a condition in engaging these country ships, that the Owners shall be at liberty to sell them in England, and therefore no ships can be taken up which are not entitled to a British register; and in case the Owners shall not see proper to sell the ships in England, the Company must have the option of loading them with a return Cargo to India, at a rate of freight not exceeding what the Company charge to individuals for goods laden on extra ships in the same season; and in case the ships shall be returned to India, the Owners shall be required to offer them on freight to the Company, allowing a period of thirty days after the ship shall be cleared of her cargo, to receive the Company's answer; and should the Company decline to supply freight, that the Owners shall be at liberty to load back such goods as the Court of Directors, upon application, may see proper to allow.

Extract Public Letter to Bombay, dated 6th September 1813.

44. You will also observe, that the 30th Section of the Act continues, until the 1st day of August 1814, the provisions of the Act 35th Geo. III. cap. 115. relative to ships built within our Territories, or in the Ports under the protection of the British flag in the East Indies, and taken up or licensed by us, which provisions were by the Act 42 Geo. III. cap. 20. limited to the duration of our existing term; viz. to the 10th April next.

45. The same Section empowers His Majesty to authorize any of his subjects to import and export in ships built as aforesaid, with the usual exception as to tea, and as to the dominions of the Emperor of China.

46. You will receive herewith a copy of the Order in Council, which on the 14th instant, His Royal Highness the Prince Regent was pleased to issue in pursuance of the powers vested in him by the Act; and you will govern yourselves accordingly, in permitting the entry and clearance of such ships at Ports in India; observing the several regulations imposed by the Act.

Extract Public Letter to Bombay, dated 31st December 1813.
(Circular.)

2. WE have permitted the country built ship, Mangles, (late the Sir Wm. Burroughs) to return to Bengal, and the Hannah to Bombay, on account of their respective owners, notwithstanding the engagements entered into by the Owners in $\frac{\text{Bengal}}{\text{Bombay}}$ that the ships should be sold in England; and, as a special indulgence, have permitted them to export several articles, in addition to the goods usually allowed to be shipped under the licences granted to country ships bringing cargoes to Europe, with permission to return to India; by which licence it is stipulated "that in the event of the Company declining to load the ships on "their return to India, the owners shall be at liberty to load them with any goods, the growth,

"produce,

" produce or manufacture of The United Kingdom of Great Britain and Ireland; Naval " and Military stores excepted."

3. We forward numbers in the Packet lists of such articles of the before-mentioned description, as we have permitted to be laden on board the ships above-mentioned, and we direct, that if it should appear, upon the arrival of any of those ships at your Presidency, that other articles have been received on board beyond those allowed to be shipped under the usual licence, or those mentioned in lists transmitted herewith, that the same be seized and disposed of on the Company's account.

4. Having permitted the Indian-built ship Java to proceed to Bombay with a cargo, on account of the owners, with the express condition, that the cargo shall consist of goods, the growth, produce or manufacture of Great Britain or Ireland, with the exception of Naval or Military Stores, We direct, that if upon the arrival of the Java at your Presidency, it should appear that any other articles should have been taken out in that ship, the same be seized and sold for the benefit of the Company.

5. We transmit a number in the packet, a list of the articles which have been entered outwards at the Custom House for the purpose of being laden on the Java for the Cape of Good Hope, and have further to remark, that notwithstanding the exception to Naval Stores, as noticed in the foregoing paragraph, we have permitted fifty tons of chain cables, with swivels, &c. belonging thereto, to be exported on the Java to Bombay.

—(65.—B.)—

Copy of AWARD in the Case of His Majesty's Ship AJAX, built by Messrs. Brent, under Contract with the Commissioners of the Navy.

TO all to whom these presents shall come, greeting, Whereas an action was lately commenced and prosecuted in the court of our Lord the King, before the King himself, wherein Sir Andrew Snape Hammond, baronet, Sir John Henslow, knight (who had survived George Marsh, esquire, deceased) were the Plaintiffs; and John Brent, Samuel Brent and Daniel Brent (who had survived John Randall, deceased) were the Defendants; to recover damages against the said Defendants for the non-performance of a certain agreement in writing, made between the said John Randall, John Brent, Samuel Brent and Daniel Brent, in the life-time of the said John Randall, deceased, by the partnership stile, firm and description, of Messieurs Randall, Brent and Sons, of Rotherhithe, in the county of Surrey, shipbuilders, of the one part, and the said Sir Andrew Snape Hammond, Sir John Henslow, and George Marsh, in the life-time of the said George Marsh, deceased (the said Sir Andrew Snape Hammond, Sir John Henslow, and George Marsh, deceased, being, at the time of making the said Agreement, three of the principal officers and Commissioners of His Majesty's Navy) for and on behalf of His Majesty, of the other part, for the building, in manner in the said Agreement mentioned, of a third rate ship of war for His Majesty, to carry seventy-four carriage guns, by the said Agreement contracted to be built by the said John Randall and the said Defendants, in their Yard at Rotherhithe, in a substantial and workman-like manner, and with good, sound, and proper materials of every kind, to be approved of by such officer or officers as should be from time to time appointed by the principal Officers and Commissioners of His Majesty's Navy for the time being to superintend the same; in which said action the said Plaintiffs, by their said Declaration charged, that the said John Randall and the said Defendants, in the life-time of the said John Randall, not regarding their said Agreement did not build the said ship in a substantial and workman-like manner, and with good, sound, and proper materials of every kind, but that on the contrary thereof the said John Randall, and the Defendants, built the said ship in a bad, insufficient, and unworkman-like manner, to wit, in the caulking thereof, and for want of sufficient tabling, and in the bending and bringing to the ship's planks, knees, and other timbers thereof; and also used and applied, in and about the building of the said ship, divers large quantities of iron, oakum and other materials of very inferior qualities, and divers large quantities of timber which was greatly forced, grain cut and sappy, rent, shaken and unsound, contrary to the said Agreement: And whereas the said Defendants having pleaded to the said action the General Issue, the same lately came on to be tried at a sitting of Nisi Prius, held at Westminster Hall, in the Great Hall of Pleas there, in and for the county of Middlesex, before the Right honourable Edward Lord Ellenborough, Chief Justice of our Lord the King, assigned to hold Pleas before the King himself, whereupon it was then and there ordered by the Court, by and with the consent of the Plaintiffs and Defendants, their counsel and attornies (amongst other things) that the Jury should find a verdict for the Plaintiffs, damages forty thousand pounds, and costs forty shillings; subject to that order, and the Award to be made pursuant thereto; and that all matters in difference between the parties should be referred to the award, order, arbitrament, final end and determination of George Sowley Holroyd, of Gray's Inn, esquire, so as he should make and publish his Award in writing, of and concerning the premises in question, on or before the 2d day of Easter term then next ensuing, and that the said parties should perform, fulfill, and keep such Award, so to be made by the said Arbitrator as aforesaid; and it was also ordered, by and with such consent as aforesaid, that the costs of the cause should abide the event and determination of

the

the said Award, and that the costs of the reference should be in the discretion of the said Arbitrator, who should direct and award by whom and to whom and in what manner the same should be paid; and it was (amongst other things) likewise ordered, by and with such consent as aforesaid, that the Plaintiffs and Defendants respectively should be examined upon oath, to be sworn before the said Lord Chief Justice, or some other Justice of the same Court of our Lord the King, before the King himself, if thought necessary by the said Arbitrator: And whereas the time limited by the said order for making the said Award has been by the consent of the said parties duly enlarged until the last day of this present Hilary Term: Now, therefore, I, the said George Sowley Holroyd, having taken upon myself the burthen of the said Award, and having heard the said parties, and their allegations, proofs and witnesses, and having attentively examined and considered the same, do make my Award of and concerning the premises referred to me as aforesaid, as follows; that is to say, I award, adjudge and determine, That the said agreement was made as in the said declaration mentioned, and that the said John Randall, and the said Defendants, built, in their Yard at Rotherhithe aforesaid, a certain ship or vessel called the Ajax, for his said Majesty, as and for the ship contracted for as aforesaid, under the inspection, superintendence, and direction of Edward Hardesty, now deceased, who was appointed the overseer thereof on the part of His Majesty, constantly to attend to inspect and superintend the building thereof, and to give directions concerning the same, and to cause all defects and insufficiences to be amended or altered, as the case might require, to his satisfaction or good liking, according to the said agreement, and under the survey of Binmer, now also deceased, an assistant-surveyor of the Navy, who usually attended to inspect and examine the same twice a week or oftener, and under the superintendence of the Plaintiff, Sir John Henslow, who likewise usually attended for that purpose about once a fortnight, and sometimes not so often; and that the same was, on the 3d day of March 1798, launched and delivered afloat to certain officers of His Majesty's Dock Yard at Deptford, who thereupon surveyed the same; and that the same was, on the 19th day of April then following, docked in His Majesty's Dock Yard at Woolwich. With respect to the caulking of the said ship, it has been proved before me, that the caulking thereof, on the return of the said ship to Portsmouth, in November 1798, from a cruise off Ushant (wherein she had met with a heavy gale of wind, and a sea had struck her, and broke the knee of her head) was found to be slack and defective in particular places; and that the witnesses who examined and surveyed the same on the part of His Majesty, in their judgment thought and believed the same to have arisen in a great measure from an original bad and defective state of the caulking; but it being proved before me, not only that in order to try the original state of the caulking, several pieces had been cut out of the ship's side in the Defendants Yard at Rotherhithe, whilst she was building, from such parts thereof as were directed by the said overseer, appointed on the behalf of His Majesty to attend to and oversee the building of the said ship, and by the said assistant surveyor, and had been approved of by them; and some of those pieces, being such as they thought fit, had been sent as specimens of the caulking to the Commissioners of His Majesty's Navy, but also that the caulking of the said ship, soon after she was launched, was tried by His Majesty's caulkers at Woolwich, in the dock there, in the usual and proper manner, by horsing up and recaulking the same, and that on such trial there not only was no complaint, but on such trial and recaulking she took less oakum than ships of her size usually had done; and was on their completing her, in the judgment and belief of those caulkers, tight all over, and caulked in a workman-like manner; that after such recaulking, and being coppered, the said ship had repeatedly grounded at Woolwich, on some mooring chains there; and that the copper, on her return from her said cruise to Portsmouth, appeared to have been rubbed off her bottom, and her caulking under the same slackened, which was not, as it appears to me, to be attributed to any other cause than to such grounding, and that the leak which appeared at Woolwich on her so grounding, and which continued till her said return to Portsmouth, was principally in that very part: Considering too the evidence as to the state of that leak continually from the time of her being at Woolwich, until her return as above to Portsmouth, and also the evidence as to the labouring and straining of the said ship during her said cruise, and the probable effect thereof upon the caulking; and attentively considering all the evidence given, not only by the foreman and several of the caulkers, who originally caulked the ship in the Defendants Yard at Rotherhithe, but also those who tried and recaulked her at Woolwich, and those who recaulked her again at Portsmouth, and by the other witnesses on both sides, who examined the same, it appears to me, that it is not sufficiently established in proof, that the said slack and defective state of the caulking of the said ship at Portsmouth, was owing to any originally bad unworkmanlike or defective state of the caulking thereof, but it is to be attributed to other causes: And I award, adjudge and determine, that the said Plaintiffs had not nor have any cause of action against the said Defendants, for or in respect of the caulking of the said ship. With respect to the knee of the head of the said ship, which was broken by the gale of wind as aforesaid, and as to the tabling thereof, notwithstanding the appearance thereof upon the surveys taken upon the said ship's said return to Portsmouth, and the judgment of the persons making those surveys, arising from what could then be discovered of the state thereof; it appears to me (from the evidence of the person who worked the knee of the head for the said John Randall and the said Defendants, and of a witness examined for the said Plaintiffs, who was employed on the behalf of his said Majesty to take the knee of the head to pieces, and upon attentively considering the whole of the evidence, not only as to the subsequent state and appearance of the same, but also as to the original state of the timber that composed the knee of the head, and as to the directions of the said overseer of the ship, with respect to the tabling of that knee, and as to the inspection and examination

The Caulking.

The Knee of the Head.

which the said overseer, and the said assistant surveyor, and the said Sir John Henslow had had and made of the same before, and immediately or very soon after the same was framed and put together) that neither the timber nor the tabling or workmanship of the knee of the head of the said ship, is proved, or is to be deemed to have been originally bad, unworkmanlike or defective: And I award and adjudge, that the said Plaintiffs had not nor have any cause of action against the said Defendants, for or in respect of the said knee of the head, or the tabling or workmanship thereof.

Knees, Timbers and Planks.

With respect to the rends, shakiness and sappiness of the knees and timbers and planks of the said ship, it has been proved in evidence before me, that after the return of the said ship from the Mediterranean in the beginning of the year 1802, the same appeared many of them to be rent, shakey and sappy, and many entirely eat up or consumed with the dry rot, which had made great progress and destruction in the ship, many of the knees also have been alledged to have been greatly throated and grain-cut, but attentively considering the evidence laid before me, with respect to the following particulars, viz. the actual and probable effect of the climate (in which the ship had been) upon her knees, timbers and planks, more especially those that were exposed to the sun, the stock of timber and knees which the said John Randall and the Defendants had in their said yard at Rotherhithe, before and at and during the time of building the said ship, the selection of such as were applied to and used in the building of that ship, many of the knees and scantlings being of larger dimensions than required by the contract, their actual state and condition when so used and applied, the means which the overseer and the assistant surveyor as a check upon him, and the Plaintiff, Sir John Henslow, as a check upon both, had of seeing and discovering such as were defective, their power of rejection, the actual inspection and examination of the same both by Hardesty, Binmer and Sir John Henslow, and the approbation of the latter, expressed with respect to the knees during the progress of the work; considering too the evidence given by the shipwrights who surveyed the ship in the years 1802 and 1803, on the behalf of His Majesty, and the evidence given by other skilful persons with respect to the certainty or uncertainty, whether the rends, sappiness and shakiness of the timbers and knees, arose from such original defects as were discoverable by the Defendants; considering too, that if they were discoverable by them, they were discoverable also by Hardesty and Binmer, and in many instances, if not in general, by Sir John Henslow, during the time of building the vessel; considering too the evidence of Sir John Henslow himself, who was examined on oath before me on the part of the Defendants; and particularly considering and attending to all the other evidence given in the cause, with respect to these points, it does not appear to me that the timbers, knees or planks, have been proved to be or were so originally defective in these respects or any of them, as to be discoverable to the builders, or to have been such as were improper to be used by them in the building of the said ship: And I award and determine, that the said Plaintiffs had not nor have any cause of action against the said Defendants, for or in respect of the rends, sappiness or shakiness of the said knees, timbers or planks, or any of them.

Throating, &c. of the Knees.

With respect to the throating of the knees and their being grain-cut, it has been proved before me, that the throating of the knees was done by and under the particular direction of Hardesty, and under the observation of both Binmer and Sir John Henslow, and from a mould or model supplied to Binmer on the part of His Majesty, and by him delivered to the said John Randall's and the Defendants workmen, as the form and guide for them to adopt and work by; and on considering all the evidence on both sides, both as to the throating of the knees and as to their being grain-cut, it appears to me, and I award and determine, that the said Plaintiffs had not nor have any cause of action against the said Defendants, for or in respect of either of those points.

Dry Rot, and Hair and Tar between the Scarphs.

With respect to the dry rot, and the not putting hair and tar between the scarphs of the gun-deck beams; it appears to me, on considering attentively all the evidence laid before me on this point, to be proved that hair and tar was not laid between the scarphs of the gun-deck beams according to the said contract, but that the dry rot began in a part of the ship where tar and hair are not used, nor are required by the said contract to be used; and that the spreading of the dry rot to those beams, is not to be attributed to the default of laying hair and tar between those scarphs, it being proved that there was a direct and easy communication for the spreading of the dry rot, from the place where it began to the gun-deck beams, and parts that were destroyed or affected by it, and that the same would not by such hair and tar being so laid between those scarphs have been prevented from so spreading, and that the damages occasioned by the dry rot, are not imputable to any defect in the timbers or planks discoverable by the said John Randall and the Defendants when they used the same in building the said ship; nor is it, as it appears to me, to be ascribed to their default in not laying hair and tar as abovementioned, according to their said contract, it appearing to me upon the whole of the evidence, that the same damage would have arisen if that default had not been made: And inasmuch also, as that default does not appear to me to be within the charges laid in the Plaintiffs declaration, I award and determine, that there was not nor is any cause of action whereon to maintain the aforesaid action against the said Defendants, on account of the dry rot, or the damage thereby occasioned, or for the said default as to the hair and tar.

The Flemishing.

With respect to the forcing, flemishing or scoring of the planks of the said ship; I do award and determine, that some of the planks of the said ship were forced, flemished and scored by the workmen of the said John Randall and the Defendants, and that the said action was and is maintainable for and in respect of the same by the said Plaintiffs against the said Defendants.

The Standard against the Stern-post.

With respect to the standard against the stern-post; it appears to me on considering all the evidence laid before me as to that standard, that the same was broken by the grounding of the said ship at Woolwich, and that the damage thereby occasioned is not imputable to any original

original defect or bad workmanship in the same, and that the Plaintiffs have no cause of action whatever as to the same against the said Defendants. With respect to the iron-work by the said contract, the binding for the dead eyes in the middle and fore channels, and those for the mizen channels and for the back-stays and ring-plates in the main and fore-channels, were to be made out of the best sort of orgrounds iron wrought with the greatest care, that no flaw, burn or defect of any kind should appear therein; and by another part of the said contract, all the iron-work was to be wrought of the best tough Swedish iron not burnt or hurt in working; upon considering the whole of the evidence with respect to the iron, it appears to me that the said bindings of the dead eyes were not made out of the best sort of orgrounds iron, wrought in manner abovementioned, and that other of the iron-work of the said ship was not wrought out of the best tough Swedish iron, but that the said bindings of the dead eyes, and the said iron-work, instead of being wrought iron and of the description aforesaid, were made and done out of rolled iron, and that part thereof was of a different and inferior quality to the best tough Swedish iron, and to the best sort of orgrounds iron: And I award and determine that the said action was and is maintainable against the said Defendants for a breach of the said contract in that respect; and I further award, order and determine, that the said Defendants pay to the said Plaintiffs, for the use of His Majesty, the sum of £. 450, of lawful money of Great Britain, for the damages sustained by the said breaches of the said contract, and arising (after making all due allowances) from the expenses of replacing the said flemished planks, and the said defective iron-work; and that a verdict be entered up for the said Plaintiffs for the same sum of £. 450 damages, and forty shillings costs, instead of the said verdict so entered up as aforesaid; and that the said parties bear and pay their own respective costs of this Reference; and that on payment by the said Defendants to the said Plaintiffs of the same damages, and of the costs that shall be recovered by the judgment of the Court of our said Lord the King, before the King himself, to be given upon the same verdict, the said respective parties do give each to the other, upon request, a release of all their causes of action, claims and demands whatsoever, upon or arising from all and every of the matters in difference referred to me as aforesaid. In witness whereof, I have hereunto set my hand, this eleventh day of February, in the year of our Lord one thousand eight hundred and seven.

The Iron-work.

G. S. HOLROYD.

Signed and published by the said Arbitrator, as his Award, the day and year last above written, in the presence of

Geo. Rhodes.

(Attested)
R. A. Nelson.

(66.)—C. 1.

Copy of the OVERSEERS CERTIFICATE for the DUBLIN.

Navy Office, 14th May 1814.

This is to certify to the Honourable the principal Officers and Commissioners of His Majesty's Navy, that His Majesty's Ship Dublin, of 74 guns, built by Messrs. Brent of Rotherhithe, was safely launched on 13 February 1812, and that she is built agreeably to Contract.

	By Contract.	As built.
Length of keel for tonnage	145. 1.	145. 2.
Breadth extreme	47. 6.	47. 10.
Depth in hold	21. 0.	21. 0.
Burthen in tons	1,741. 17/94.	1,766. 41/94.
Gross weight of copper used on the vesssel, and chargeable to the contractor		cwt. qrs. lbs. 481. 2. 7.
Abated one-sixth therefrom		80. 1. 1.
		401. 1. 6.
English iron expended from Deptford Yard		254. 2. 12.
Coaks D° D° 5 inch.		No. 309.
D° D° D° 4 inch.		550.
D° D° D° 3 inch.		250.
Copper locks expended D°		2.
D° hinges D° D° pairs		2.
D° screws for D° D°		32.
Iron socket punches D°		7.
Extra cutters for centre bits D° 4 inch. pairs		2.
D° D° D° 3 inch.		2.
D° D° D° 2 ½.		2.

Nothing more chargeable to the Contractor.

Rotherhithe, 14th March 1812.

NICH. RUNDELL, Overseer.

Attested, *R. A. Nelson.*

(67.)—C. 2.

Copy of the CERTIFICATE of SURVEY of the Master Shipwright of Woolwich Yard, and his Assistants, for His Majesty's Ship DUBLIN.

Navy Office, 23 May 1814.

THESE are to certify, the principal Officers and Commissioners of His Majesty's Navy, that we have surveyed His Majesty's Ship Dublin, built by Messrs. Brents of Rotherhithe; and as far as it is practicable for us to form an opinion of the general state of the Ship, the works appear to be executed in a workmanlike manner, except the scarphs of three floor riders on the starboard side, and two on the larboard side, not being properly fayed. The materials which can be inspected, appear of a good quality; and the Ship is, with the abovementioned exceptions, completed agreeably to the terms of the Contract. Undermentioned, is an account of the gundeck-beams that have iron plates at the ends; viz.

Starboard Side.	N° 7, on the aft side.	Larboard Side.	N° 6, on the aft side.
	- 8, all through.		- 8, all through.
	- 9, on the aft side.		- 10, on the aft side.
	- 18, on the fore side.		- 11, on the fore side.
	- 22, all through.		- 12, - D°.
			- 14, all through.
			- 16, on the fore side.
			- 18, all through.
			- 20, on the fore side.
			- 21, on the aft side.
			- 22, on the fore side.

The stores used in the building the Ship chargeable to the Contractors, were issued from Deptford Yard.

Dated at His Majesty's Dock Yard at Woolwich,
24th March 1812.

Attested, *R. A. Nelson.*

EDWD SISON, G. BODDY.
W. STURE,

(68.)—C. 3.

Copy of the CERTIFICATE of SURVEY of the Master Shipwright of Woolwich Yard, and his Assistants, upon the FASTENINGS of His Majesty's Ship RODNEY.

Honourable Sirs, Woolwich Yard, 3d April 1812.

HAVING received directions by your Letter of the 28th ultimo, to report on the Complaint made by Sir Edward Pellew to Mr. York, respecting the insecurity of the fastenings of the Rodney, which Ship was surveyed by the Officers of this Yard;

We beg leave to acquaint you, the Rodney was carefully inspected by us in the usual manner; and reported, that as far as was practicable for us to form an opinion, the works appeared to be executed in a workmanlike manner, and agreeably to the terms of the Contract; but it is not possible for us to form any opinion of the internal parts of the work, which can be known only to those who inspect the whole of the works in the progress of her building.

We are,
Honourable Sirs,
Your most obedient Servants,

Attested, *R. A. Nelson.*

EDWARD SISON, G. BODDY.
W. STURE,

(69.)—C. 4.

Copy of the OVERSEERS CERTIFICATE for the RODNEY.

Navy Office, 14 May 1814.

THIS is to certify, That the Rodney, built by Messrs. Barnard, Son & Roberts, was safely launched on the 8th December 1809; and she is built agreeable to the Contract.

Principal Dimensions.

	Per Contract. Feet.	Inches.	As built. Feet.	Inches.
Length of the keel for tonnage	145.	1.	145.	$5\frac{1}{8}$.
Breadth, extreme	47.	6.	47.	$7\frac{1}{2}$.
Depth in hold	21.	0.	21.	$0\frac{3}{4}$.
Burthen in tons	1,741$\frac{17}{94}$.		1,754$\frac{44}{94}$.	

	Cwt.	qrs.	lbs.	oz.
Weight of copper received, chargeable to the Contractor	533.	0.	23.	1.
Abate $\frac{1}{6}$	88.	3.	13.	3.
Used chargeable	444.	1.	9.	14.

Iron

	Cwt. qrs. lbs.	£.	s.	d.	£.	s.	d.
Iron received,	304. 2. 24. at 24 s.	365	13	1½			
Deduct, returned		16	17	8¾			
					348	15	4¼
Oak Coaks, 5 in. diam.	N° 486. at 9 d.	18	4	6			
D°	4½ & 4 — 509.	6.	12	14	6		
D°	3½ & 3 — 116.	5.	2	8	4		
D°	2½ — — 278.	3½.	4	1	1		
					37	8	5

No other articles chargeable to the Contractors.

W. KNOTT, Overseer.

Attested, *R. A. Nelson.*

(70.)—C. 5.

Copy of the CERTIFICATE of SURVEY of the Master Shipwright of Woolwich Yard, and his Assistants, for His Majesty's Ship RODNEY.

Navy Office, 23 May 1814.

THESE are to certify the principal Officers and Commissioners of His Majesty's Navy, that we have surveyed His Majesty's Ship Rodney, built by Messrs. Barnard & Co. at Deptford Green; and as far as it is practicable for us to form an opinion of the general state of the ship, the works appear to be executed in a workmanlike manner, the materials which can be inspected, appear to be of a good quality, and the ship is completed agreeably to the terms of the contract.

Dated at His Majesty's Yard at Woolwich, the 1st January 1810.

EDW^D SISON. GEO BODDY.
W^M STURE.

Attested,
R. A. Nelson.

(71.)—C. 6.

AN ACCOUNT of the Money expended on the Hulls of His Majesty's Ships RODNEY and DUBLIN, after being launched, prior to sailing.

Navy Office, 13 May 181

	£.
Rodney, coppering and fitting for sea	4,261
Dublin, Coppering and fitting for ordinary	1,981
Fitting for sea	2,598
	£. 4,579

F. J. HARTWELL. R. SEPPINGS. H. LEGGE.

(72.)—D.—3 Papers.

Copy of a LETTER, dated 9th February 1804, from the Officers of Plymouth Yard, respecting the Defects of His Majesty's Ship COURAGEUX.

Honourable Sirs, Plymouth Yard, 9th February 1804.

IN obedience to your directions of the 4th instant, we beg leave to acquaint you, that we have been on board His Majesty's ship Courageux, in Hamoaze, to examine into her defects, and find them to be of such a nature as to require her being taken into a dock to have them made good; which may be done, and the ship completed again for sea service in about five or six weeks after taken in hand, at an expense in the Shipwright Department of about £. 3,000.

The ship appears to have worked very much on her different decks and counter, some of her beams sprung, several of the knees broke and fastenings started, oakum worked out of the seams; and the whole of the ship appears to have strained and worked so very much, as to render her quite debilitated. We think the roundhouse should be taken away, as also all her breadth and top riders, as they occasion a continual leak, to the great destruction of her frame, and to substitute standards and knees in lieu thereof; some of her fastenings to be

drove out for examination, and additional ones drove where necessary; she should, in our opinion, have an addition of 12 inch false keel, and her hold differently stowed.

The whole of which is submitted for your consideration, and request your directions thereon.

And are,
Honourable Sirs,
Your most obedient humble Servants,

(Signed) JOS. TUCKER, EDWD CHURCHILL,
JAS JAGOE, T. ANCELL.

Attested,
R. A. Nelson.

(2.)

Copy of a LETTER dated 6th March 1804, from the Officers of Plymouth Yard, on the defective State of the COURAGEUX.

Honourable Sirs, Plymouth Yard, 6th March 1804.

WE think it our duty to acquaint you, that we have discovered some of the timbers, plank and beams of the Courageux in a defective state, and fast verging to a dry rot, occasioned in our opinion from the ship's being built with green materials, which, when closed up, prevents a proper circulation of air, and thereby renders the stench of the ship and effluvia of the crew so destructive; the major part of the lower and upper deck spirketting is, from that cause, unfit for further use; and three beam ends on the orlop, seven on the gun deck, and two on the upper deck, require shifting, as also a part of the flat of the lower deck.

The timbers in general are not materially affected at present, but have a defective crust on them, occasioned by a white fungus formed thereon.

We are, notwithstanding the above, proceeding on her repair, but when it is performed, we are of opinion, from the general appearance of the ship, that she will not last for more than three or four years, before she will want a considerable repair. We beg to signify, that where the openings have been made for the discharge of the foul air, the timbers and plank are perfectly sound, but between them it is in a state of decay.

On this occasion we cannot help saying, that if openings were left all fore and aft, in all His Majesty's ships, it would tend greatly to prevent that rapid decay which has lately been discovered; and which must be more and more the case, from the present practice of using such a quantity of unseasoned materials, both in building and repairing, especially the latter.

We are,
Honourable Sirs,
Your most obedient humble Servants,

(Signed) JOS. TUCKER, T. ANCELL,
JAS JAGOE, EDWD CHURCHILL

Attested,
R. A. Nelson.

(3.)

Copy of the SURVEY of His Majesty's Ship COURAGEUX.

Honourable Sirs, Chatham Yard, 13th December 1808.

IN obedience to your Warrant of the 14th November 1808, we have taken the Carpenter with two others to our assistance, and in the best manner we could, afloat, without entering into a formal and tedious process, surveyed His Majesty's ship Courageux, and from the best judgment we can form thereof, and the information we have received from the Carpenter, are of opinion that she will require a very small repair, which may be performed in three months after being taken in hand.

An

An Estimate of the charge thereof, and of providing her with Furniture and Stores to an eight months proportion, is as follows; viz.

	Materials.	Workmanship.	Total.
	£.	£.	£.
For the Hull - - - - -	4,870	3,414	8,284
Recoppering the Bottom, deducting the old Copper - - - -	1,260	48	1,308
Copper fastening in part - - -	700	- - -	700
Masts and Yards - - - -	1,523	185	1,708
Furniture and Stores - - -	9,048	420	9,468
TOTAL - - £.	17,401	4,067	21,468

We remain,
Honourable Sirs,
Your most obedient Servants,

S. HEMMANS, W. HUNT, JNo MOBBS.
P. HELLYER, J. WEEKES,

Robt Newman, Carpenter of the Courageux.
Saml Batturs - - - Do - - Canada.
Josh Speck - - - Do - - Queen.

Attested,
R. A. Nelson.

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(73).—E.—(1.)

Copy of a LETTER dated, 5th May 1813, from Officers of Portsmouth Yard, respecting the defects of His Majesty's Ship BLAKE.

Honourable Sirs, Portsmouth Yard, 5th May 1813.

IN obedience to your Warrant of the 3d instant, we have surveyed the beams, clamps, spirketting, channel, main wales, transoms, footwaling, and as many of the timbers of the frame as are visible of His Majesty's ship Blake, the result of which is as follows;

	Starboard.	Larboard.	
Shifts of footwaling - - -	2.	3.	Rotten.
Transoms - - - -	1.	—	
Orlop clamps - - - -	4.	2.	
Beams - - - -	7.	9.	
Spirkettings - - -	5.	3.	
Gun deck clamps - - - -	7.	7.	
Beams - - - -	9.	10.	
Spirkettings - - -	9.	8.	
Upper deck clamps - - -	4.	3.	
Beams - - - -	12.	13.	
Spirkettings - - -	6.	5.	
Shifts of channel wale - - -	32.	32.	
Main wale - - - -	6.	10.	
Timbers of the frame - - -	38.	56.	
Knight head - - - -	1.	—	
Hawse pieces - - - -	2.	1.	

And beg leave to acquaint you, that in proceeding to make good her defects, previous to your order for survey, in caulking round the side work of the different decks and topsides, we found the plank defective in many places, which we tried to remove by cutting out pieces, but in most instances failed, the plank being rotten on the inside, particularly the channel wales, the whole of which we have been obliged to take off: In wake of which *particularly* in wake of the chain bolts, the timbers are so much decayed as to require shifting.

In the hold we have dubbed over the ceiling and riders, and found a considerable degree of defect, which we had likewise taken out, and intended making good, without disturbing the riders, three of them only appearing defective; the timbers of the frame at this part appears good, but much fungus is collected in the openings. We have been obliged to take up the side work of the flat of the upper deck, to unbolt the hanging knees in wake of two pieces of defective clamp; most of the flat of the upper deck was rotten on the underside, and some of the beam ends totally decayed.

From

From the foregoing statement, and the general appearance of the upper deck beams, gun and upper deck spirkettings, and timbers of the frame, in wake of the channel wales, we are humbly of opinion she must be stripped down to the heels of the top-timbers at least, when, if the fourth futtocks should prove good enough to prevent stripping lower down, by making good the defects of the orlop and gun deck beams, and from there upwards, she may be made serviceable at sea for about three years; but in the event of its being necessary to strip lower down to shift more of the timbers, it will be necessary to unbolt the riders, and take out the ceiling, as, from its general appearance, we think it will not remain serviceable for more than three or four years at furthest.

Waiting your directions, we have taken the hands off, except the caulkers who are employed on the bottom, and beg leave to acquaint you, we have taken the precaution not to disturb any thing which will prevent her being undocked at a very short notice.

We are,
Honourable Sirs,
Your most obedient Servants,

(Signed) H^y CANHAM, JOHN HAYNES,
STEP^N JOHNS.

Attested,
R. A. Nelson.

E.—(2.)

Copy of the SURVEY of His Majesty's Ship BLAKE,

Honourable Sirs, Portsmouth Yard, 8 Oct. 1813.

WE beg leave to acquaint you, we have taken the carpenter with two others to our assistance, and in the best manner we could, afloat, without entering into a formal and tedious process, surveyed his Majesty's ship Blake, and find, in hold, ten shifts of ceiling and one transom rotten; orlop, six shifts of clamps, sixteen beam ends, and eight shifts of spirketting rotten; gundeck, fourteen shifts of clamps, nineteen beam ends, and seventeen shifts of spirketting rotten; upper deck, seven shifts of clamp, twenty-five beam ends, and eleven shifts of spirketting rotten; without board, sixty-four shifts of channel wale, sixteen shifts of main wale, ninety-four timbers of the frame, one knight head, and three hawse pieces rotten; from the best judgment we can form, and the general appearance of the ship, we are of opinion she will require between a middling and large repair, which may be performed in about seven months after taken in hand; an estimate of the charge thereof, and providing her with masts and yards, is as follows; viz.

	Materials.	Workmanship.	Total.
	£.	£.	£.
For the hull - - - - -	15,407	12,326	27,733
- Recoppering the bottom - -	1,489	48	1,537
- Copper fastenings - - -	331	331	662
- Masts and yards - - -	1,700	180	1,880
Total - - £.	18,927	12,885	31,812

We are,
Honourable Sirs,
Your most obedient Servants,

N^s DIDDAMS, THO^s RADCLIFFE.
JOHN HAYNES,

Robt Hulbert, Carpenter of H. M. Ship Blake.
Jn^o Allen - - D^o - - - D^o - Pitt.
Wm. Blight - - D^o - - - D^o - Dreadnought.

Attested,
R. A. Nelson.

F.—(1.)

F.—(1.)

Extract of a LETTER from Chatham Officers, dated 15th November 1810, on the state of the TERRIBLE.

WE consider that the Terrible is in too good a state to be taken to pieces, for notwithstanding the service receives great benefit from old materials, the uses they are generally applied to are very inferior to the original conversions.

(Signed) R. SEPPINGS.
P. HELLYER.
W. HUNT.

Attested,
R. A. Nelson.

G.—(1.)

Copy of the CERTIFICATE of SURVEY of the Master Shipwright of Woolwich Yard and his Assistants, for His Majesty's ship ARDENT.

Honourable Sirs, Woolwich Yard, 6 May 1796.

PURSUANT to your Warrant of 21 May 1779, We have taken a strict and careful survey of His Majesty's ship Ardent, built by Mr. Thomas Pitcher at Northfleet, and find the works of the said ship to be performed in a good and workmanlike manner.

We are,
Honourable Sirs,
Your most obedient Servants,

JOHN TOVERY.
JOHN TREFRY.
J. BARTHOWLOMY.

Attested,
R. A. Nelson.

(76.)—H.

Navy Office, 27th May 1814. AN ACCOUNT of all the SHIPS and VESSELS now in His Majesty's Service, which have been launched from the Private Yards in the River *Thames* and at *The Outports*, with the Names and Rates of the same; when and where built; the time at which they were commissioned; when in want of Repairs; the nature of Repairs, small, middling, or large; and their actual state for Service;—Also, an Account of those building, or under orders to be built, in those Yards.

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
								Mem°.—The first Repair that the Ships received only is inserted; several of the Ships have been however repaired more than once.
3	74	Aboukir - -	1807	Frinsbury -	March 1808	Has not been repaired	- -	
-	-	Achille - -	1798	River Thames	July - 1798	April - 1802	Large - -	
-	-	Ajax - - -	1809	River Thames	June - 1809	Has not been repaired	- -	At sea, in actual service.
-	-	Albion - - -	1802	River Thames	Nov^r - 1802	May - 1809	Large - -	
-	-	America - -	1810	River Thames	April - 1811	Has not been repaired	- -	
-	-	Anson - - -	1812	Paul —— -	Not commiss^d	Has not been repaired	- -	In ordinary, in good condition.
-	-	Armada - -	1810	Turnchapel -	August - 1810	Has not been repaired	- -	At sea, in actual service.
-	-	Asia - - -	1811	Frinsbury -	February 1812	Has not been repaired	- -	
-	-	Audacious - -	1785	River Thames	Decem^r 1792	October 1790	Small - -	Lying up, wants a large Repair.
-	-	Barham - -	1811	River Thames	February 1812	Has not been repaired	- -	At sea, in actual service.
-	-	Benbow - -	1813	River Thames	April - 1813	Has not been repaired	- -	
-	-	Bellerophon -	1786	Frinsbury -	July - 1790	April - 1800	Middling -	At sea, in actual service.
-	-	Berwick - -	1809	River Thames	February 1810	Has not been repaired	- -	
-	-	Carnatic - -	1783	River Thames	March 1783	August 1791	Midling - -	Receiving ship.
-	-	Clarence - -	1812	Turnchapel -	June - 1812	Has not been repaired	- -	At sea, in actual service.
-	-	Conqueror - -	1801	Harwich -	March 1803	January 1812	Between small and middling	In ordinary, in good condition, having been lately repaired.
-	-	Conquestador -	1810	Northam -	Decem^r 1810	Has not been repaired	- -	At sea, in actual service.
-	-	Cressy - - -	1810	Frinsbury -	January 1811	Has not been repaired	- -	To be paid off, considered to be in good condition.
-	-	Cumberland -	1807	River Thames	October 1807	Have not been repaired	-	At sea, in actual service.
-	-	Cornwall - -	1812	River Thames	June - 1812			
-	-	Defiance - -	1783	River Thames	August 1794	Dec^r - 1791	Middling -	In ordinary, not surveyed.
-	-	Devonshire -	1812	River Thames	May - 1813	Has not been repaired	- -	In ordinary, in good condition.
-	-	Dragon - -	1798	River Thames	June - 1798	Dec^r 1808 -	Between small and middling	At sea, in actual service.
-	-	Dublin - - -	1812	River Thames	June - 1812	Has not been repaired	- -	At sea, in actual service.
-	-	Duncan - -	1811	River Thames	January 1812	Has not been repaired	- -	
-	-	Eagle - - -	1804	River Thames	March 1804	Has not been repaired	- -	In ordinary, not surveyed, but in want of repair.
-	-	Edinburgh - -	1811	River Thames	January 1811	Have not been repaired	- -	At sea, in actual service.
-	-	Egmont - -	1810	River Thames	May - 1811			
-	-	Elephant - -	1786	Bursledon -	June - 1790	Sept. - 1793	Middling -	In ordinary, not surveyed.
-	-	Elizabeth - -	1807	River Thames	June - 1807	Has not been repaired	- -	At sea, in actual service.
-	-	Excellent - -	1787	Harwich -	August 1790	March 1810	Between middling & large	In ordinary, in good condition, having been lately repaired.
-	-	Fortitude - -	1780	River Thames	—— 1780	March 1784	Small - -	Prison ship.
-	-	Ganges - - -	1782	River Thames	April - 1783	Nov. - 1790	Between middling & large	Prison ship.
-	-	Gloucester - -	1812	River Thames	March - 1812	Has not been repaired	-	At sea, in actual service.
-	-	Guildford - -	1759	River Thames	Books at Deptford - -	March 1763	Small - -	Prison ship.
-	-	Hannibal - -	1810	Bucklershard	June - 1810	Has not been repaired	- -	At sea, in actual service.
-	-	Hector - - -	1774	River Thames	July - 1776	August 1781	Between small & middling	Prison ship.
-	-	Illustrious - -	1803	River Thames	Novem^r 1803	Nov. - 1813	Between middling & large	Now repairing.
-	-	Indus - - -	1812	River Thames	February 1813	Has not been repaired	-	At sea, in actual service.
-	-	Irresistible - -	1787	River Thames	July - 1790	June - 1806	Middling -	Fitted for Prisoners in 1806.
-	-	Kent - - -	1798	River Thames	March 1798	Has not been repaired	- -	In ordinary and want, between middling and large repair.
-	-	Majestic - -	1785	River Thames	October 1790	Sept. - 1790	Very small -	Cut down, & now serving as a razée
-	-	Marlboro' - -	1807	River Thames	July - 1807	March 1814	Between small & middling	Now undergoing repair.
-	-	Medway - -	1812	River Thames	June - 1813	Have not been repaired	-	At sea, in actual service.
-	-	Mulgrave - -	1812	Upnor - -	August 1812			
-	-	Northumberland	1798	River Thames	April - 1798	June - 1813	Large - -	Repairing.
-	-	Orion - - -	1787	River Thames	Sept^r - 1787	June - 1802	Between middling & large	In ordinary, not surveyed, but in want of repair.

(76.) H.—Account of the Number of Ships and Vessels built in the River Thames and at The Out-Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
3.	74.	Pembroke	1812	River Thames	August 1812	Has not been repaired		At sea, in actual service.
-	-	Poictiers	1809	Upnor	January 1810	Has not been repaired		In ordinary, not surveyed.
-	-	Ramillies	1785	River Thames	Feb. - 1793	April 1790	Small	At sea, in actual service.
-	-	Renown	1798	River Thames	August 1798	Has not been repaired		Prison hospital ship.
-	-	Repulse	1803	River Thames	August 1803	Have not been repaired.		At sea, in actual service.
-	-	Rippon	1812	Bursledon	March 1813			
-	-	Robust	1764	Harwich	January 1778	April - 1774	Small	Receiving ship.
-	-	Rodney	1809	River Thames	Feb. - 1810	October 1812	Small	At sea, in actual service.
-	-	Royal Oak	1809	River Thames	Feb. - 1809	Has not been repaired		
-	-	Saturn	1786	Northam	January 1791	January 1811	Between middling & large	Cut down, and now serving as a razée.
-	-	Scarboro'	1812	Harwich	January 1813	Has not been repaired		Laid up in ordinary, in good condition,
-	-	Sceptre	1802	River Thames	Feb. - 1803	July - 1808	Small	At sea, in actual service.
-	-	Spencer	1800	Bucklershard	June - 1800	Nov. - 1808	Large	At sea, in actual service.
-	-	Stirling Castle	1811	Rochester	March 1812	Has not been repaired		
-	-	Superb	1798	River Thames	May - 1798	October 1809	Between middling & large	
-	-	Sultan	1807	River Thames	October 1807	Has not been repaired		In port, having her defects made good.
-	-	Swiftsure	1804	Bucklershard	August 1804	March 1811	Small	At sea, in actual service.
-	-	Terrible	1785	River Thames	Dec. - 1792	August 1791	Small	In ordinary, in good condition, having been lately repaired.
-	-	Tremendous	1784	River Thames	October 1796	July - 1806	Large	At sea, in actual service.
-	-	Valiant	1807	River Thames	Feb. - 1807	Has not been repaired		In port, having her defects made good.
-	-	Vengeance	1774	River Thames	March 1778	July - 1786	Middling	Prison ship.
-	-	Venerable	1808	River Thames	May - 1808	Has not been repaired		At sea, in actual service,
-	-	Vengeur	1810	Harwich	August 1810	Has not been repaired		
-	-	Victorious	1808	Bucklershard	Dec. - 1808	Has not been repaired		
-	-	Vigo	1810	Rochester	Feb. - 1811	Has not been repaired		Paid off to be seasoned.
-	-	York	1807	River Thames	August 1807	Has not been repaired		At sea, in actual service.
-	-	Zealous	1785	River Thames	May - 1794	October 1791	Small	
-	-	Magnificent	1806	River Thames	Sept. - 1806	Has not been repaired		
-	64.	Ardent	1796	River Thames	May - 1796	April - 1802	Small	Prison ship at Bermuda.
-	-	Belliqueux	1780	River Thames	August 1780	July - 1783	Small	Prison ship.
-	-	Bristol	1796	River Thames	May - 1796	Has not been repaired		Troop ship, in actual service.
-	-	Crown	1782	River Thames	April - 1783	Has not been repaired		Fitted as a prison ship in 1798.
-	-	Dictator	1783	River Thames	June - 1783	Feb. - 1786	Small	Troop ship.
-	-	Europe	1765	Leap	October 1777	October 1776	Small	Prison ship.
-	-	Lancaster	1797	River Thames	Feb. - 1797	Has not been repaired		Depôt for provisions.
-	-	Monmouth	1796	River Thames	Sept. - 1796	Has not been repaired		Flag ship in the Downs.
-	-	Stately	1784	Northam	October 1790	Sept. - 1787	Small	In ordinary, not surveyed.
-	-	St Albans	1764	River Thames	Sept. - 1772	January 1771	Small	To be taken to pieces.
-	-	Veteran	1787	East Cowes	March 1793	Has not been repaired.		Prison ship.
-	-	Vigilant	1774	Bucklershard	March 1778	Has not been repaired.		Fitted for a prison ship in 1795.
4.	50.	Adamant	1780	Liverpool	June - 1783	June - 1787	Large	To be taken to pieces.
-	-	Centurion	1774	Harwich	July - 1775	Sept. - 1780	Middling	Guardship at Halifax.
-	-	Leander	1813	River Thames	Dec. - 1813	Have not been repaired.		In actual service.
-	-	Newcastle	1813	River Thames	January 1814			
-	-	Trusty	1782	Bristol	June - 1783	Feb. - 1789	Small	Hospital ship.
-	-	Romney	Building	Frinsbury	—	—	—	— — —
5.	44.	Adventure	1784	River Thames	January 1787	Has not been repaired		Fitted as a receiving ship in 1801.
-	-	Argo	1781	Howden Pans	April - 1783	July - 1785	Middling	Flag ship at Jamaica.
-	-	Expedition	1784	River Thames	January 1786	Has not been repaired		Ballast ship.
-	-	Experiment	1784	East Cowes	January 1793	Has not been repaired		Receiving ship at Falmouth.
-	-	Gladiator	1783	Bucklershard	Feb. - 1793	Has not been repaired		Convalescent ship.
-	-	Gorgon	1785	River Thames	October 1787	June - 1806	Large	Flag ship at Minorca.
-	-	Regulus	1785	Northam	October 1790	June - 1807	Large	Troop ship, in actual service.
-	-	Ulysses	1779	Liverpool	May - 1790	May - 1786	Large	In actual service, at sea.

(*continued.*)

(76.) II.—Account of the Number of Ships and Vessels built in the River Thames and in The Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
5	40	Acasta	1797	River Thames	March 1797	Sept. 1809	Between middling & large	At sea, in actual service.
-	-	Cumbrian	1797	Bursledon	April 1797	Nov. 1811	Between middling & large	Undergoing between a middling and large repair.
-	-	Endymion	1797	River Thames	April 1797	May 1808	Small	At sea, in actual service.
-	-	Indefatigable	1784	Bucklershard	Dec. 1794	Has not been repaired		At sea, in actual service.
-	-	Forth	1813	River Thames	June 1813	Has not been repaired		At sea, in actual service.
-	-	Glasgow	1814	River Thames	Not commis^{d}	Has not been repaired		In ordinary, in good condition.
-	-	Liverpool	1814	River Thames	May 1814	Have not been repaired		Fitting for sea.
-	-	Lifty	1813	River Thames	May 1814			
-	-	Severn	1813	River Thames	June 1813	Has not been repaired		At sea, in actual service.
-	38	Apollo	1805	Bursledon	July 1805	Has not been repaired		At sea, in actual service.
-	-	Boadicea	1797	Bucklershard	June 1797	May 1811	Between middling & large	In ordinary, and wants betwee middling and large repair.
-	-	Diana	1794	River Thames	April 1794	April 1812	Between middling & large	Under repair.
-	-	Horatio	1807	Bursledon	June 1807	Has not been repaired		At sea, in actual service.
-	-	Hussar	1807	Bucklershard	March 1807	Has not been repaired		At sea, in actual service.
-	-	Hydra	1797	River Thames	April 1797	Has not been repaired		Troop ship, in actual service,
-	-	Latona	1781	River Thames	May 1783	Oct. 1786	Between middling & large	Flagship at Leith.
-	-	Leonidas	1807	Frinsbury	Sept. 1807	Has not been repaired		At sea, in actual service.
-	-	Naiad	1797	River Thames	March 1797	March 1812	Middling	In ordinary, and wants a middlin repair.
-	-	Nymphe	1812	Warsash	April 1812	Has not been repaired		At sea, in actual service.
-	-	Phaeton	1782	Liverpool	May 1783	Nov. 1788	Large	In ordinary, in good condition having been recently repaired.
-	-	Resistance	1805	Rochester	Sept. 1805	Jan. 1814	Middling	In ordinary, in want of middlin repair.
-	-	Seahorse	1794	River Thames	July 1794	June 1811	Between small & middling.	At sea, in actual service.
-	-	Shannon	1806	Frinsbury	May 1806	Has not been repaired.		In ordinary, not surveyed; t repair she requires uncertain.
-	-	Spartan	1806	Rochester	August 1806	October 1813	Middling	In ordinary, in good conditio having been lately repaired.
-	-	Statira	1807	Northam	July 1807	Has not been repaired		At sea, in actual service.
-	-	Thetis	1782	River Thames	May 1783	May 1786	Large	To be sold.
-	-	Sirius	1813	Bursledon	Not commiss^{d}	Has not been repaired		In ordinary, in good condition.
-	-	Laurel	1813	Warsash	June 1813	Has not been repaired		At sea, in actual service.
-	-	Cydnus	1813	River Thames	May 1813	Have not been repaired		At sea, in actual service.
-	-	Eurotas	1813	River Thames	May 1813			
-	-	Niger	1813	River Thames	June 1813			
-	-	Meander	1813	River Thames	Not commiss^{d}	Has not been repaired		In ordinary, in good condition.
-	-	Pactolus	1813	River Thames	August 1813	Has not been repaired		At sea, in actual service.
-	-	Araxes	1813	River Thames	Not commis^{d}	Have not been repaired		In ordinary, in good condition.
-	-	Tiber	1813	Fishbourne	Not commis^{d}			
-	-	Tanais	1813	Rochester	Not commis^{d}			
-	36	Aigle	1801	Bucklershard	Dec. 1802	Have not been repaired		At sea, in actual service.
-	-	Astrea	1810	Northam	June 1810			
-	-	Caroline	1795	River Thames	July 1795	January 1812	Middling	In ordinary, in want of middli repair.
-	-	Curaçoa	1809	Northam	Oct. 1809	Has not been repaired		At sea, in actual service.
-	-	Dryad	1795	River Thames	June 1795	April 1814	Middling	In ordinary, in want of middli repair.
-	-	Emerald	1795	River Thames	August 1795	January 1806	Middling	In ordinary, in want of middli repair.
-	-	Euryalus	1803	Bucklershard	June 1803	Has not been repaired		In actual service.
-	-	Fortunée	1800	River Thames	Nov. 1800	Has not been repaired		In ordinary, not surveyed.
-	-	Havannah	1811	Liverpool	June 1811	Has not been repaired		In actual service, at sea.
-	-	Hotspur	1810	Warsash	Nov. 1810	Has not been repaired		At sea, in actual service.
-	-	Inconstant	1783	River Thames	August 1790	April 1808	Large	
-	-	Magicienne	1812	Fishbourne	August 1812	Has not been repaired		
-	-	Melampus	1785	Bristol	May 1790	June 1802	Between middling & large	In ordinary, in good conditio having been lately repaired.
-	-	Owen Glendower	1808	Paul	Jan. 1809	Has not been repaired		At sea, in actual service.
-	-	Penelope	1798	Bursledon	Oct. 1798	Sept. 1810	Between middling & large	Fitted for troops, in actual servic
-	-	Perseverance	1781	River Thames	1781	January 1794	Large	Receiving ship.
-	-	Phœnix	1783	Bursledon	Oct. 1788	August 1794	Large	At sea, in actual service.
-	-	Phœbe	1795	River Thames	Nov. 1795	January 1810	Between small & middling	
-	-	Romulus	1785	River Thames	May 1790	January 1798	Small	Hospital ship at Bermuda.

(76.) H.—Account of the Number of Ships and Vessels built in the River Thames, and at The Out Ports—*continued*.

Rate.	Guns.	SHIPS Names.	BUILT: When.	BUILT: Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
5	36	Thalia	1782	Bursledon	Nov. 1782	Mar. 1790	Small	Lying up, wants large repair.
-	-	Tribune	1803	Bursledon	July 1803	July 1813	Middling	Repairing.
-	-	Theban	1809	Warsash	Jan. 1810	Has not been repaired	-	At sea, in actual service.
-	-	Tagus	1813	Fishbourne	Aug. 1813	Have not been repaired	-	At sea, in actual service.
-	-	Tigris	1813	Frinsbury	Sept. 1813			
-	-	Orontes	1813	Frinsbury	Sept. 1813			
-	-	Scamander	1813	Frinsbury	Oct. 1813	Has not been repaired	-	Ready for sea.
-	-	Dartmouth	1813	Dartmouth	Not commis[d]	Has not been repaired	-	In ordinary, in good condition.
-	-	Eridanus	1813	Rochester	June 1813	Has not been repaired	-	At sea, in actual service.
-	-	Ister	1813	River Thames	Sept. 1813	Has not been repaired	-	At sea, in actual service.
-	-	Euphrates	1813	Upnor	Not Commis[d]	Has not been repaired	-	In ordinary, in good condition.
-	-	Hebrus	1813	River Thames	Sept. 1813	Have not been repaired	-	At sea, in actual service.
-	-	Granicus	1813	River Thames	Nov. 1813			
-	-	Alpheus	1814	River Thames	May 1814	Has not been repaired	-	Fitting for sea.
5	32	Amphion	1798	Mistleythorn	May 1798	July 1811	Large	At sea, in actual service.
-	-	Aquilon	1786	River Thames	May 1788	Nov. 1800	Large	At sea, in actual service.
-	-	Bucephalus	1808	Newcastle	Mar. 1809	Nov. 1813	Middling	Troop Ship, ready for sea.
-	-	Castor	1785	Harwich	July 1790	July 1805	Middling	At sea, in actual service.
-	-	Ceres	1781	Liverpool	July 1781	Feb. 1784	Small	Flag-ship at Chatham.
-	-	Cerberus	1794	Bucklershard	Oct. 1794	July 1808	Large	At sea, in actual service.
-	-	Cleopatra	1779	Bristol	Oct. 1779	Sep. 1788	Large	At sea, in actual service.
-	-	Cornelia	1808	South Shields	Sept. 1808	April 1814	Middling	Undergoing a middling repair.
-	-	Eolus	1801	River Thames	Mar. 1801	Has not been repaired	-	In actual service.
-	-	Fox	1780	Bursledon	April 1780	Oct. 1786	Large	Fitted for troops, in actual service.
-	-	Heroine	1758	Liverpool	Books at Dept[d]	May 1763	Small	Receiving ship.
-	-	Hyperion	1807	Hull	Jan. 1808	Has not been repaired	-	At sea, in actual service.
-	-	Solebay	1783	River Thames	July 1786	Sept. 1804	Large	Guardship.
-	-	Medusa[1]	1801	River Thames	May 1801	Oct. 1813	Large	Fitted for an Hospital ship.
-	-	Nereus	1809	South Shields	May 1809	Has not been repaired	-	At sea, in actual service.
-	-	Quebec	1781	Bursledon	Feb. 1799	Mar. 1805	Large	Convalescent ship.
-	-	Success	1781	Liverpool	April 1781	Mar. 1784	Large	Fitted for troops, in acutal service.
-		Terpsichore	1785	Mystleythorn	Aug. 1793	May 1793	Middling	Receiving Ship.
-	-	Triton	1796	River Thames	Sept. 1796	July 1802	Very Large	Fitted for a Prison ship in 1803.
6	28	Alligator	1787	Sandgate	June 1790	Jan. 1795	Between small & middling.	Lying up, in want of large repair.
-	-	Aurora	1777	River Thames	July 1777	Aug. 1784	Small	Lying up, in want of between middling and large repair.
-	-	Cyclops	1779	River Thames	— 1780	Feb. 1784	Large	Fitted for a receiving ship.
-	-	Dido	1784	Sandgate	Sept. 1787	Nov. 1790	Small	Fitted for an army prison ship.
-	-	Enterprise	1778	River Thames	— 1778	Dec. 1782	Small	Fitted for a receiving ship.
-	-	Lapwing	1785	Dover	Oct. 1790	Sep. 1805	Middling	Fitted to lie at *Milford*, 1813.
-	-	Lizard	1757	River Thames	July 1759	Sep. 1782	Large	Fitted for an Hospital ship in 1799.
-	-	Medea	1778	Bristol	May 1778	Mar. 1784	Middling	Fitted for an Hospital ship in 1801.
-	-	Nemesis	1780	Liverpool	Mar. 1782	April 1784	Large	To be taken to pieces.
-	-	Thisbe	1783	Dover	Dec. 1783	July 1791	Between small and middling.	Flag-ship at Deptford.
-	-	Vestal	1779	River Thames	1780	Feb. 1784	Large	Fitted for troops in 1810.
6	24	Champion	1779	Ipswich	Mar. 1780	Sep. 1784	Middling	Receiving ship.
-	-	Squirrel	1785	Liverpool	Sept. 1787	Has not been repaired	-	Receiving ship.
6	22	Comus	1806	Yarmouth	Oct. 1806	Have not been repaired	-	At sea, in actual service.
-	-	Cossack	1806	South Shields	Mar. 1807			
-	-	Crocodile	1806	South Shields	July 1806			
-	-	Cyane	1806	Lympstone	Mar. 1807	Have not been repaired	-	At sea, in actual service.
-	-	Daphne	1806	Topsham	Aug. 1806			
-	-	Garland	1807	Bideford	Mar. 1807			
-	-	Perseus	1812	Ringmore	Feb. 1812	Have not been repaired	-	At sea, in actual service.
-	-	Porcupine	1807	Topsham	Mar. 1807			
-	-	Volage	1807	Bideford	Mar. 1807			
6	-	Acorn	1807	Bideford	Jan. 1808.	Sept. 1812	Middling	At sea, in actual service.
-	-	Wanderer	1806	Mistleythorn	Dec. 1806	Have not been repaired	-	At sea, in actual service.
-	-	Hyacinth	1806	Yarmouth	Oct. 1806			
-	-	Tartarus	1806	Topsham	Dec. 1806			
-	-	Lightning	1806	Topsham	Mar. 1807			
-	-	Minstrel	1807	Bridport	Mar. 1807			
-	-	Myrtle	1807	Bridport	Mar. 1808			
-	-	Northstar	1810	Dartmouth	June 1810			

(*continued*)

(76.) II.—Account of the Number of Ships and Vessels built in the River Thames, and at The Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT: When.	BUILT: Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
6	22	Termagant	1796	River Thames	May - 1796	Feb. - 1807	Middling	At sea, in actual service.
-	-	Thais	1806	Dartmouth	June - 1807	Have not been repaired		At sea, in actual service.
-	-	Cherub	1806	Dover	April - 1807			
-	-	Rosamond	1806	South Shields	March 1807			
-	-	Herald	1806	Little Hampton	March 1807			
-	-	Favorite	1806	Ipswich	Nov. - 1806	Has not been repaired		In ordinary, not surveyed.
-	-	Talbot	1807	East Teignmouth	Sept. - 1807	Have not been repaired		At sea, in actual service.
-	-	Sabrina	1806	Southampton	Sept. - 1806			
-	-	Fawn	1807	Topsham	March 1809	Have not been repaired		In ordinary, wants between middling and large Repair.
-	-	Comet	1807	Bideford	January 1808			At sea, in actual service.
-	-	Coquette	1807	Jarrow	June - 1807	Sept. - 1813	Middling	In ordinary, in want of middling Repair.
-	-	Blossom	1806	Northam	Dec. - 1806	Have not been repaired		At sea, in actual service.
-	-	Cyrus	1813	Chester	Dec. - 1813			
-	-	Levant	1813	Chester	Feb. - 1814			
-	-	Medina	1813	Bucklershard	Nov. - 1813			
-	-	Falmouth	1814	Bideford	Not commis[d]	Have not been repaired		In ordinary, in good condition.
-	-	Hind	1814	Topsham				
-	-	Conway	1814	Frinsbury				
-	-	Menai	1814	Frinsbury				
-	-	Tamar	1814	Frinsbury				
-	-	Mersey	1814	Chester				
-	-	Eden	1814	Chester				
-	-	Dee	1814	Ipswich	Not commis[d]	Have not been repaired		In ordinary, in good condition.
-	-	Fowey	1814	Bucklershard				
-	-	Cyrene	Builds	Bideford	—	—	—	— — —
-	-	Tyne	Builds	Topsham	—	—	—	— — —
-	-	Tees	Builds	Bideford	—	—	—	— — —
-	-	Wye	Builds	Redbridge	—	—	—	— — —
Sloop rigged as Ship:		Albecore	1804	Bristol	July - 1894	Have not been repaired		In actual service at sea.
		Ariel	1806	Yarmouth	May - 1806			
		Bittern	1796	Bucklershard	May - 1796	Has not been repaired		Fitted for a tender in June 1812
-	-	Brisk	1805	Dartmouth	May - 1805	Has not been repaired		In actual service at sea.
-	-	Bulldog	1782	Dover	1782	January 1787	Middling	Powder Magazine.
-	-	Combatant	1804	Thorne	January 1805	Have not been repaired		Receiving ship.
-	-	Cygnet	1804	Yarmouth	Sept. - 1805			In actual service at sea.
-	-	Egeria	1807	Bridport	March 1808	July - 1812	Large	In ordinary, in good condition having been lately repaired.
-	-	Hazard	1794	Frinsbury	April - 1794	Have not been repaired		In actual service at sea.
-	-	Helena	1804	Yarmouth	May - 1804			Paid off.
-	-	Hesper	1809	Dartmouth	Aug. - 1809			In actual service at sea.
-	-	Hornet	1794	River Thames	March 1794	March 1811	Between middling & large	In ordinary, and wants between a middling and large repair.
-	-	Kangaroo	1805	Lynn	January 1806	Have not been repaired		In actual service at sea.
-	-	Kingfisher	1804	Dover	April - 1804			In ordinary not surveyed.
-	-	Otter	1805	Hull	April - 1805	Feb. - 1811	Large	Fitted for a Lazaretto to lie at Milford.
-	-	Partridge	1809	Dartmouth	Sept. - 1809	Has not been repaired		In actual service at sea.
-	-	Peterell	1794	Frinsbury	Nov. - 1798	August 1808	Between small & middling	Receiving ship.
-	-	Pheasant	1798	Shoreham	March 1803	June - 1812	Middling	In actual service at sea.
-	-	Plover	1796	Misleythorn	May - 1796	Has not been repaired		
-	-	Pylades	1794	River Thames	March 1797	Sept. - 1804	Small	
-	-	Racoon	1808	Yarmouth	June - 1808	Has not been repaired		
-	-	Rattler	1795	Chapel	May - 1795	Sept. - 1802	Middling	
-	-	Rose	1805	Hastings	June - 1805	June - 1813	Middling	In ordinary, in want of middling repair.
-	-	Sapphire	1806	Lynn	Feb. - 1807	Has not been repaired		In actual service at sea.
-	-	Savage	1778	Ipswich	1778	March 1783	Middling	In ordinary, not surveyed but in want of repair.
-	-	Spitfire	1782	Ipswich	May - 1790	August 1804	Between middling & large	In ordinary, not surveyed but in want of repair.
-	-	Thorn	1779	Misleythorn	Feb. - 1779	January 1783	Small	Lent to the Marine Society.
-	-	Prometheus	1807	Southampton	March 1807	Have not been repaired		In actual service at sea.
-	-	Erebus	1807	Topsham	January 1808			
-	-	Goree	1794	River Thames	July - 1809	June - 1802	Between small & middling	Fitted to serve as a Prison ship.

(76.) II.—Account of the Number of Ships and Vessels built in the River Thames and at The Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
Sloop rigged as Ship.		Pluto	1782	Sandgate	Feb. 1782			Receiving ship.
Sloop rigged as Ship.		Esk	1813	Ipswich	Jan. 1814			Ready for sea.
-	-	Leven	1813	Ipswich	Not commis^{d}			In ordinary, in good condition.
-	-	Spey	1814	Eling	Not commis^{d}			In ordinary, in good condition.
-	-	Tay	1813	Bucklershard	Not commis^{d}			In ordinary, in good condition.
-	-	Carron	1813	Bucklershard	Feb. 1814	Have not been repaired		In actual service at sea.
-	-	Bann	1814	Upnor	Not commis^{d}			In ordinary, in good condition.
-	-	Larne	1814	Lynn	Not commis^{d}			In ordinary, in good condition.
-	-	Slaney	1813	Frinsbury	Not commis^{d}			In ordinary, in good condition.
-	-	Lee	1814	Frinsbury	Not commis^{d}			In ordinary, in good condition.
-	-	Erne	1813	Dartmouth	March 1814			In actual service at sea.
Sloops rigged as Brigs.		Amaranthe	1804	River Thames	Jan. 1805	Has not been repaired		In actual service at sea.
Sloops rigged as Brigs.		Avon	1805	Falmouth	March 1805	Dec. 1811	Middling	In actual service at sea.
-	-	Barracouta	1807	Ipswich	Sept. 1807	Has not been repaired		In actual service at sea.
-	-	Beagle	1804	River Thames	August 1804	Oct. 1813	Between middling & large.	In ordinary, and wants between a middling and large repair.
-	-	Calypso	1805	River Thames	Feb. 1805			
-	-	Cephalus	1807	Yarmouth	April 1807	Have not been repaired		In actual service at sea.
-	-	Clio	1807	Mistleythorn	Feb. 1807			
-	-	Columbine	1806	Bucklershard	August 1806			
-	-	Cruiser	1797	Ipswich	Feb. 1798	Nov. 1813	Middling	In ordinary, in want of middling repair.
-	-	Derwent	1807	Turnchapel	June 1807			
-	-	Eclair	1807	Brightlingsea	Nov. 1807			
-	-	Eclipse	1807	Dover	Sept. 1807	Have not been repaired		In actual service at sea.
-	-	Espoir	1804	Dover	Nov. 1804			
-	-	Forester	1806	Dover	Sept. 1806			
-	-	Harpy	1796	Dover	April 1796	Nov. 1805	Small	In actual service at sea.
-	-	Moselle	1804	Dover	Dec. 1804			
-	-	Musquito	1804	Yarmouth	Oct. 1804	Have not been repaired		In actual service at sea.
-	-	Mutine	1806	Bideford	August 1806			
-	-	Nautilus	1807	Mistleythorn	Sept. 1807			
-	-	Peruvian	1808	Bursledon	May 1808			
-	-	Philomel	1806	Bridport	Nov. 1806	Have not been repaired		In actual service.
-	-	Pilot	1807	Northam	August 1807			
-	-	Procris	1806	Yarmouth	March 1807			
-	-	Racehorse	1806	Hastings	March 1806	Has not been repaired		In ordinary, not surveyed.
-	-	Raleigh	1806	Howden dock	Feb. 1807	Dec. 1812	Small	In ordinary, not surveyed.
-	-	Recruit	1806	Sandwich	March 1807			
-	-	Redwing	1806	Brightlingsea	Oct. 1806			
-	-	Reindeer	1804	River Thames	August 1804	Have not been repaired		In actual service at sea.
-	-	Ringdove	1806	Brightlingsea	Dec. 1806			
-	-	Rover	1808	Berwick	May 1808			
-	-	Royalist	1807	Sandwich	May 1807			
-	-	Sappho	1806	Ipswich	Feb. 1807	April 1814	Between small and middling.	In ordinary, wants between a small and middling repair.
-	-	Scorpion	1803	Dover	Nov. 1803	July 1813	Middling	In ordinary, in want of middling repair.
-	-	Scout	1804	Hull	April 1805	Have not been repaired		In actual service at sea.
-	-	Sparrowhawk	1807	Brightlingsea	Nov. 1807			
-	-	Surinam	1805	Topsham	March 1805	Dec. 1813	Middling	In ordinary, in want of middling repair.
-	-	Swallow	1805	Dartmouth	March 1806			
-	-	Weazle	1805	Topsham	April 1805			
-	-	Wolverene	1805	Topsham	April 1805	Have not been repaired		In actual service at sea.
-	-	Zenobia	1807	Lym	Dec. 1807			
-	-	Pelorus	1808	Northam	July 1808			
-	-	Cherokee	1808	River Thames	April 1808			
-	-	Parthian	1808	River Thames	March 1808	Has not been repaired		In ordinary, not surveyed.
-	-	Rolla	1808	River Thames	March 1808	Have not been repaired		In actual service at sea.
-	-	Cadmus	1808	River Thames				
-	-	Leveret	1808	River Thames	March 1808			
-	-	Briseis	1808	Upnor	June 1808			
-	-	Cordelia	1808	Upnor	August 1808	Have not been repaired		In actual service at sea.
-	-	Helicon	1808	Upnor	Sept. 1808			
-	-	Jasper	1808	Ipswich	June 1808			
-	-	Onyx	1808	Ipswich	August 1808			
-	-	Hope	1808	Ipswich	Sept. 1808			
-	-	Badger	1808	Frinsbury	August 1808			
-	-	Chanticleer	1808	Cowes	August 1808	Have not been repaired		At sea, in actual service.
-	-	Opossum	1808	Gillingham	Nov. 1808			
-	-	Woodlark	1808	Newcastle	May 1809			

(*continued*)

(76.) H.—Account of the Number of Ships and Vessels built in the River Thames and at The Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT. When.	BUILT. Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
Sloop rigged as Brig.		Sheerwater	1808	Newcastle	May - 1809			
-	-	Rinaldo	1808	River Thames	August 1808			
-	-	Calliope	1808	River Thames	August 1808			
-	-	Britomart	1808	River Thames	August 1808			
-	-	Lyra	1808	River Thames	Sept. - 1808	Have not been repaired	-	At sea, in actual service.
-	-	Redpole	1808	Northam	August 1808			
-	-	Goldfinch	1808	Eling	Nov. - 1808			
-	-	Dotterel	1808	Bursledon	Oct. - 1808			
-	-	Drake	1808	Ipswich	Dec. - 1808			
-	-	Rosario	1808	Ipswich	March 1809			
-	-	Renard	1808	Upnor	Feb. - 1809			
-	-	Arachne	1809	Sandwich	May - 1809			
-	-	Tyrian	1808	Northam	January 1809			
-	-	Castilian	1809	Sandwich	July - 1809			
-	-	Bermuda	1808	Frinsbury	Feb. - 1809	Have not been repaired	-	At sea, in actual service.
-	-	Beaver	1809	Ipswich	April - 1809			
-	-	Rapid	1808	Topsham	Feb. - 1809			
-	-	Scylla	1809	Topsham	Sept. - 1809			
-	-	Charybdis	1809	Hythe	Sept. - 1809			
-	-	Thracian	1809	Frinsbury	Sept. - 1809			
-	-	Hecate	1809	Upnor	July - 1809			
-	-	Rifleman	1809	Upnor	Sept. - 1809	Have not been repaired	-	In actual service at sea.
-	-	Crane	1809	Frinsbury	Sept. - 1809			
-	-	Echo	1809	Frinsbury	Sept. - 1809			
-	-	Sophie	1809	Frinsbury	Nov. - 1809			
-	-	Trinculo	1809	Bursledon	Sept. - 1809			
-	-	Snake	1797	Bucklershard	Feb. - 1798	Nov. - 1806	Middling -	In actual service at sea.
-	-	Curlew	1812	Bridport	June - 1812			
-	-	Fairy	1812	Bideford	August 1812	Have not been repaired	-	In actual service at sea.
-	-	Wasp	1812	Topsham	August 1812			
-	-	Pelican	1812	Topsham	Oct. - 1812			
-	-	Saracen	1812	Bridport	August 1812			
-	-	Nimrod	1812	Ipswich	August 1812			
-	-	Satellite	1812	Fishbourne	Nov. - 1812			
-	-	Arab	1812	Frinsbury	August 1812			
-	-	Espiegle	1812	Ipswich	August 1812			
-	-	Despatch	1812	Upnor	Dec. - 1812			
-	-	Heron	1812	Upnor	Nov. - 1812			
-	-	Fly	1813	Ipswich	June - 1813			
-	-	Epervier	1812	Rochester	January 1813	Have not been repaired	-	In actual service at sea.
-	-	Jaseur	1813	Ipswich	April - 1813			
-	-	Thistle	1812	Rochester	August 1812			
-	-	Snap	1812	Lyme Regis	August 1812			
-	-	Manly	1812	Sandwich	August 1812			
-	-	Borer	1812	Bursledon	August 1812			
-	-	Fervent	1804	Bucklershard	January 1805			
-	-	Hasty	1812	Sandwich	Oct. - 1812			
-	-	Conflict	1812	Bridport	Nov. - 1812			
-	-	Contest	1812	Bridport	Oct. - 1812			
-	-	Urgent	1804	Lympstone	July - 1805	Feb. - 1809	Small -	In actual service at sea.
-	-	Havock	1805	Yarmouth	Sept. - 1805	Sept. - 1811	Middling -	In actual service at sea.
-	-	Archer	1801	River Thames	Sept. - 1805	Nov. - 1808	Small -	
-	-	Shamrock	1812	Lynn	Nov. - 1812	Has not been repaired	-	
-	-	Flamer	1804	Frinsbury	May - 1804	Has not been repaired	-	In actual service at sea.
-	-	Argus	1813	Sandwich	Not commiss^{d}			In ordinary, in good condition
-	-	Halcyon	1813	Lynn	June - 1813	Have not been repaired	-	At sea in actual service.
-	-	Penguin	1813	Lynn	Nov. - 1813			Ready for sea.
-	-	Challenger	1813	Redbridge	May - 1813			
-	-	Elk	1813	Redbridge	Nov. - 1813	Have not been repaired	-	In actual service at sea.
-	-	Carnation	1813	Southampton	Oct. - 1813			
-	-	Alert	1813	River Thames	Sept. - 1813			

(76.) H.—Account of the Number of Ships and Vessels built in the River Thames and at The Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT: When.	BUILT: Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
Sloop rigged as Brig.	-	Confiance	1813	Rochester	Not commiss[d]	Have not been repaired		In ordinary, in good condition.
	-	Harlequin	1813	Ipswich	Nov. 1813			Ready for sea.
-	-	Ontario	1813	Bideford	Not commiss[d]	Has not been repaired		In ordinary, in good condition.
-	-	Harrier	1813	Ipswich	Nov. 1813	Have not been repaired		In actual service at sea.
-	-	Adder	1813	Topsham	Dec. 1813			
-	-	Clinker	1813	Topsham	Sept. 1813			
-	-	Mastiff	1813	Bideford	Not commiss[d]	Have not been repaired		In ordinary, in good condition.
-	-	Pelter	1813	Bideford	Feb. 1814			In actual service at sea.
-	-	Snapper	1813	Redbridge	Not commiss[d]			In ordinary, in good condition.
-	-	Griper	1813	Hythe	August 1813			In actual service at sea.
-	-	Pincher	1804	Harwich	Sept. 1804			In actual service at sea.
-	-	Richmond	1806	Itchenor	March 1806	Have not been repaired		In actual service at sea.
-	-	Teaser	1804	River Thames	July 1804			
-	-	Hearty	1805	Ipswich	May 1805			
-	-	Blazer	1804	River Thames	August 1805			
-	-	Martial	1805	Rochester	April 1805			
-	-	Bold	1804	River Thames	May 1804	Has not been repaired		In port, recaptured.
-	-	Snipe	1801	Bucklershard	June 1803	Have not been repaired		In actual service at sea.
-	-	Redbreast	1805	Yarmouth	June 1805			
-	-	Swinger	1813	Bridport	June 1813			
-	-	Belette	Building	Lynn	—	—	—	—
-	-	Gannet	Building	Lynn	—	—	—	—
Brig	-	Imogen	1805	Ipswich	August 1805	Has not been repaired		In actual service.
-	-	Julia	1806	Ipswich	Feb. 1806	August 1812	Between middling and large	Undergoing between a middling and large repair.
-	-	Kite	1805	Brightlingsea	October 1805	Have not been repaired		In actual service at sea.
-	-	Nightingale	1805	Dover	August 1805			
-	-	Oberon	1805	Hull	Sept. 1805	Have not been repaired		In actual service at sea.
-	-	Orestes	1805	Ipswich	January 1806			
-	-	Paulina	1805	Southampton	January 1806			
-	-	Raven	1805	Brightlingsea	April 1806			
-	-	Savage	1805	Southampton	April 1806	Has not been repaired		In ordinary, not surveyed.
-	-	Sheldrake	1806	Hythe	April 1806	Have not been repaired		In actual service.
-	-	Sparrow	1805	Yarmouth	January 1806			
-	-	Wizard	1805	Ringmore	Sept. 1805			
Bomb		Meteor	1805	Dartmouth	April 1806	Sept. 1811	Large	In actual service.
-	-	Vesuvius	1813	Topsham	June 1813	Have not been repaired		In actual service.
-	-	Terror	1813	Topsham	October 1813			In actual service.
-	-	Belzebub	1813	Bideford	Not commiss[d]			In ordinary, in good condition.
-	-	Fury	1814	Rochester	Not commiss[d]	Has not been repaired		In ordinary, in good condition.
-	-	Hecla	Building	North Barton	—	—	—	—
-	-	Infernal	Building	North Barton	—	—	—	—
Fireship		Megæra	1783	Ipswich	July 1793	July 1805	Small	In ordinary, in want of small repair.
-	-	Tisiphone	1781	Dover	— 1781	Feb. 1783	Small	Floating battery.
Store Ship		Serapis	1782	Bristol	— 1782	January 1791	Small	Fitted for a Storeship in 1795.
Armed Vessel		Diligent	1798	River Thames	January 1801	Has not been repaired		In actual service.
		Trial	1790	Plymouth	October 1790	Has not been repaired		Stationed at Ireland, on the impress service.
Tender		Tower	1809	Bridport	April 1809	Have not been repaired.		In actual service.
-	-	Basilisk	1801	River Thames	April 1801			
-	-	Jackdaw	1806	Newcastle	June 1806			
-	-	Resolute	1805	Dover	May 1805			

Account of the Number of Ships and Vessels built in the River Thames and at The Out Ports—*continued.*

Rate.	Guns.	SHIPS Names.	BUILT: When.	BUILT: Where.	Time when Commissioned.	When in want of Repair.	Nature of Repair.	Actual State for Service.
Cutter	-	Surly	1806	Dover	January 1807	Has not been repaired	-	In actual service.
-	-	Cheerful	1806	Dover	January 1807	Feb. 1812	Middling	In actual service.
-	-	Transit	1809	Ipswich	July 1809	Has not been repaired	-	Receiving ship at Gravesend.
-	-	Pigmy	1810	Upnor	April 1810	Have not been repaired	-	In actual service.
-	-	Pioneer	1810	Upnor	April 1810			
-	-	Dwarf	1810	Sandgate	April 1810			
Schooner	-	Landrail	1806	Ringmore	July 1806	Have not been repaired	-	In actual service.
-	-	Quail	1806	Yarmouth	June 1806			
Prison Ship		Suffolk	1775	Harwich	May 1778	Has not been repaired	-	Fitted for a prison ship in 17
Gun Brig	-	Aggressor	1801	River Thames	April 1801	Has not been repaired	-	In actual service.
-	-	Bloodhound	1801	River Thames	April 1801	Has not been repaired	-	In actual service.
-	-	Bruiser	1804	River Thames	Nov. 1804	Have not been repaired	-	In actual service.
-	-	Censor	1801	River Thames	April 1801			
-	-	Charger	1801	River Thames	May 1801			
-	-	Cheerly	1804	Bridport	January 1805			
-	-	Conquest	1794	Frinsbury	March 1795			
-	-	Constant	1801	River Thames	May 1801	Feb. 1809	Small	In actual service. To be sold.
-	-	Confounder	1805	Southampton	April 1805	Have not been repaired	-	In actual service.
-	-	Cracker	1804	River Thames	Nov. 1804			
-	-	Dapper	1805	Southampton	January 1806			
-	-	Desperate	1804	Broadstairs	Feb. 1805			
-	-	Dexterous	1805	Eling	Feb. 1805			
-	-	Earnest	1805	Leith	March 1805			
-	-	Escort	1801	River Thames	April 1801			
-	-	Forward	1804	Berwick	January 1805			
-	-	Furious	1804	Lynn	October 1804			
-	-	Gallant	1804	Wearmouth	Nov. 1804			
-	-	Growler	1804	Bucklershard	Sept. 1804			
-	-	Hardy	1804	Wearmouth	Nov. 1804	March 1813	Middling	Repairing.
-	-	Haughty	1804	River Thames	May 1804	Have not been repaired	-	In actual service.
-	-	Intelligent	1805	Bridport	October 1804			
-	-	Locust	1801	River Thames	April 1801			
-	-	Mariner	1801	Northfleet	April 1801			
-	-	Steady	1804	Southampton	August 1804			
-	-	Protector	1805	Brightlingsea	April 1805			
-	-	Rebuff	1805	Hythe	July 1805			
-	-	Sharpshooter	1805	Brightlingsea	April 1805			
-	-	Spiteful	1797	River Thames	May 1797	Has not been repaired	-	Convict hospital ship at Ports
-	-	Starling	1805	Newcastle	July 1805	Have not been repaired	-	In actual service.
-	-	Strenuous	1805	Newcastle	July 1805			
-	-	Virago	1805	Dartmouth	Sept. 1805			
-	-	Vixen	1801	Bucklershard	May 1801			
-	-	Wrangler	1804	River Thames	June 1804			
-	-	Plumper	1813	Bridport	Not commiss[d]	Has not been repaired	-	In ordinary, in good condition.
Rec[g] Ship		Shark	1779	Hull	October 1779	Nov. 1787	Middling	Receiving ship at Jamaica.

F. J. HARTWELL. HEN[y] PEAKE H. LEGGE.

— (77.—I.) —

ROUGH TIMBER

PURCHASED BY THE ORDNANCE

1806 — 1813.

— (77.)—I.— - - - - - - - - - - - - - - -

AN ACCOUNT of the Quantity of ROUGH OAK TIMBER purchased by The Ordnance with the several Prices paid in each

		1806.		1807.		1808.	
		Quantities in Loads.	Prices per Load.	Quantities in Loads.	Prices per Load.	Quantities in Loads.	Prices per Load.
			£. s. d.		£. s. d.		£. s. d.
ROUND OAK TIMBER.	Hull	-	-	-	-	5	7. 10. 0.
		-	-	-	-	4	11. 5. 0.
		-	-	-	-	-	-
	Faversham	-	-	-	-	-	-
		-	-	-	-	-	-
		-	-	-	-	-	-
	Waltham Abbey	—	—	—	—	—	—
	Purfleet	—	—	—	—	—	—
	Woolwich — Carriage Depart[t]	—	—	—	—	—	—
	Woolwich — Engineer	-	-	-	-	-	-
	Woolwich — Laboratory	-	-	-	-	-	-
	Woolwich — For Foreign Service and other Stations	—	—	—	—	—	—
	Dover and Deal	173	9. 0. 0.	24	7. 0. 0.	13	7. 0. 0.
		2	7. 5. 0.	26	8. 0. 0.	36	8. 0. 0.
		6	7. 0. 0.	15	9. 0. 0.	33	9. 0. 0.
		-	-	18	10. 0. 0.	12	10. 0. 0.
		-	-	-	-	14	10. 5. 0.
		-	-	-	-	4	10. 10. 0.
		-	-	-	-	12	11. 0. 0.
	Hythe	4	6. 10. 0.	6	7. 0. 0.	3	7. 0. 0.
		3	7. 4. 0.	6	8. 0. 0.	10	8. 0. 0.
		13	8. 0. 0.	4	9. 0. 0.	2	9. 5. 0.
		16	9, 10. 0.	-	-	3	10. 0. 0.
		-	-	-	-	-	-
		-	-	-	-	-	-
	Chatham	—	—	—	—	—	—
	Sheerness	—	—	—	—	—	—
	Plymouth	—	—	—	—	—	—
	North Britain	-	-	6	15. 0. 0.	21	15. 0. 0.
	Portsmouth	—	—	—	—	—	—
	Gosport	—	—	—	—	—	—
TOTAL of ROUND OAK TIMBER - Loads		217	- -	165	- -	172	- -

at each Station in GREAT BRITAIN, between 1st January 1806 and 31st December 1813, Year at the different Places.

1809.		1810.		1811.		1812.		1813.	
Quantities in Loads.	Prices per Load.	Quantities in Loads.	Prices per Load.	Quantities in Loads.	Prices per Load.	Quantities in Loads.	Prices per Load.	Quantities in Loads.	Price per Load.
	£. s. d.		£. s. d.		£. s. d.		£. s. d.		£. s. d.
22	13. 2. 6.	2	17. 10. 0.	1	17. 10. 0.	4	20. 0. 0.	5	20. 0. 0.
—	—	—	—	13	20. 0. 0.	—	—	—	—
—	—	27	21. 5. 0.	—	—	44	13. 0. 0.	—	—
—	—	14	11. 5. 0.	—	—	—	—	—	—
—	—	6	11. 11. 3.	—	—	—	—	—	—
—	—	19	12. 10. 0.	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	28	9. 7. 6.	—	—	—	—	—	—
4	8. 15. 0.	—	—	—	—	—	—	—	—
3	9. 2. 6.	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
22	7. 10. 0.	24	10. 0. 0.	18	9. 0. 0.	3	10. 0. 0.	3	10. 0. 0.
29	9. 10. 0.	14	11. 0. 0.	27	11. 0. 0.	11	13. 0. 0.	17	13. 0. 0.
16	10. 10. 0.	7	11. 10. 0.	20	11. 10. 0.	7	13. 10. 0.	9	13. 10. 0.
3	11. 0. 0.	14	12. 0. 0.	27	12. 0. 0.	11	14. 0. 0.	6	14. 0. 0.
6	11. 10. 0.	4	8. 0. 0.	—	—	—	—	—	—
2	12. 0. 0.	—	—	—	—	—	—	—	—
2	12. 10. 0.	—	—	—	—	—	—	—	—
1	7. 10. 0.	2	8. 0. 0.	23	12. 0. 0.	1	11. 0. 0.	5	14. 0. 0.
7	10. 10. 0.	4	9. 0. 0.	12	10. 0. 0.	16	14. 0. 0.	7	14. 10. 0.
3	11. 0. 0.	10	11. 0. 0.	11	12. 10. 0.	13	14. 10. 0.	12	15. 0. 0.
5	11. 10. 0.	6	12. 0. 0.	14	13. 0. 0.	12	15. 0. 0.	—	—
5	12. 10. 0.	2	12. 10. 0.	—	—	—	—	—	—
2	13. 0. 0.	11	13. 0. 0.	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
25	15. 0. 0.	24	20. 0. 0.	1	20. 0. 0.	1	20. 0. 0.	2	20. 0. 0.
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
157	—	218	—	167	—	123	—	66	—

(77.—I.)—An Account of the Quantity of Rough Oak Timber

		1806.		1807.		1808.	
		Quantities in Loads.	Prices per Load.	Quantities in Loads.	Prices per Load.	Quantities in Loads.	Prices per Load.
			£. s. d.		£. s. d.		£. s. d.
HEWN OAK TIMBER.	Hull	—	—	—	—	—	—
	Faversham	5	7. 7. 0.	- -	- - -	- -	- - -
	Waltham Abbey	- -	- - -	9	8. 8. 0.	49	10. 0. 0.
		- -	- - -	16	8. 0. 0.	- -	- - -
		- -	- - -	-	- - -	- -	- - -
	Purfleet	14	7. 10. 0.	14	8. 2. 6.	21	9. 11. 0.
	Woolwich — Carriage Departt	30	7. 12. 6.	200	7. 17. 6.	100	6. 12. 6.
		- -	- - -	- -	- - -	100	6. 17. 6.
		- -	- - -	- -	- - -	50	7. 10. 0.
		- -	- - -	- -	- - -	200	8. 5. 0.
		- -	- - -	- -	- - -	255	8. 10. 0.
		- -	- - -	- -	- - -	100	8. 15. 0.
	Woolwich — Engineer Departt	- -	- - -	100	7. 12. 0.	10	7. 10. 0.
		- -	- - -	- -	- - -	100	8. 5. 0.
		- -	- - -	- -	- - -	- -	- - -
	Woolwich — Laboratory	—	—	—	—	—	—
	Woolwich — For Foreign Service and other Stations	- -	- - -	- -	- - -	6	7. 10. 0.
		- -	- - -	- -	- - -	2	7. 5. 10.
		- -	- - -	- -	- - -	11	8. 2. 6.
	Dover and Deal	—	—	—	—	—	—
	Hythe	—	—	—	—	—	—
	Chatham	10	5. 15. 0.	81	5. 15. 0.	18	6. 0. 0.
		254	6. 10. 0.	23	6. 15. 0.	120	7. 0. 0.
		18	6. 15. 0.	23	7. 15. 0.	112	8. 5. 0.
		350	7. 8. 0.	- -	- - -	- -	- - -
		21	7. 15. 0.	- -	- - -	- -	- - -
		298	8. 8. 0.	—	—	—	—
	Sheerness	31	7. 0. 0.	—	—	—	—
	Plymouth	259	6. 17. 6.	109	6. 17. 6.	142	6. 17. 6.
		- -	- - -	- -	- - -	- -	- - -
		- -	- - -	- -	- - -	- -	- - -
	North Britain	—	—	—	—	—	—
	Portsmouth	151	5. 10. 0.	115	7. 9. 9.	534	7. 4. 10.
		35	6. 1. 0.	- -	- - -	- -	- - -
		18	6. 11. 0.	- -	- - -	- -	- - -
		20	6. 16. 0	- -	- - -	- -	- - -
		27	7. 5. 0.	- -	- - -	- -	- - -
		17	7. 15. 0	—	—	—	—
		15	8. 5. 0.	—	—	—	—
		18	6. 0. 0.	—	—	—	—
		17	6. 8. 0.	—	—	—	—
		2	6. 14. 0	—	—	—	—
		21	7. 0. 0.	—	—	—	—
	Gosport	- -	- - -	- -	- - -	- -	- - -
		- -	- - -	- -	- - -	- -	- - -
		- -	- - -	- -	- - -	- -	- - -
		- -	- - -	- -	- - -	- -	- - -
		- -	- - -	- -	- - -	- -	- - -
TOTAL of Hewn Oak Timber - - - - Loads		1,626	- - -	690	- - -	1,930	- - -
TOTAL of Round Oak Timber - - - - Loads		217	- - -	105	- - -	172	- - -
GENERAL TOTAL of Rough Oak Timber - Lds.		1,843	- - -	795	- - -	2,102	- - -

Office of Ordnance,
1st June 1814.

purchased by the Ordnance at each Station in Great Britain, &c.—*continued.*

1809.		1810.		1811.		1812.		1813.	
Quantities in Loads.	Prices per Load. £. s. d.	Quantities in Loads.	Prices per Load. £. s. d.	Quantities in Loads.	Prices per Load. £. s. d.	Quantities in Loads.	Prices per Load. £. s. d.	Quantities in Loads.	Prices per Load. £. s. d.
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	75	9. 15. 0.
8	10. 0. 0.	18	10. 0. 0.	32	11. 13. 0.	85	11. 13. 0.	80	11. 13. 0.
6	12. 6. 0.	34	11. 13. 0.	—	—	—	—	—	—
—	—	23	12. 6. 0.	—	—	—	—	—	—
32	13. 2. 6.	16	13. 2. 6.	29	13. 2. 6.	—	—	—	—
250	9. 0. 0.	100	9. 0. 0.	419	10. 0. 0.	100	9. 9. 0.	300	9. 0. 0.
50	9. 10. 0.	—	—	65	10. 5. 0.	975	10. 0. 0.	—	—
56	10. 0. 0.	—	—	115	10. 15. 0.	150	10. 5. 0.	—	—
356	10. 5. 0.	—	—	885	10. 10. 0.	300	10. 10. 0.	—	—
—	—	—	—	456	11. 0. 0.	200	11. 0. 0.	—	—
—	—	—	—	—	—	—	—	—	—
164	7. 10. 0.	18	7. 10. 0.	119	10. 10. 0.	10	9. 9. 0.	—	—
99	8. 2. 6.	77	9. 15. 0.	—	—	156	10. 0. 0.	—	—
5	8. 0. 0.	—	—	—	—	24	10. 10. 0.	—	—
53	9. 5. 0.	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
10	10. 0. 0.	10	13. 2. 6.	11	11. 5. 0.	14	11. 5. 0.	113	10. 0. 0.
—	—	1	10. 0. 0.	48	14. 7. 6.	1	10. 12. 6.	6	11. 5. 0.
—	—	—	—	—	—	2	9. 12. 6.	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
39	6. 7. 4.	16	6. 7. 4.	40	7. 15. 0.	10	7. 15. 0.	29	9. 9. 0.
15	7. 9. 6.	25	7. 9. 6.	53	8. 10. 0.	43	9. 5. 0.	28	9. 12. 6.
9	8. 15. 0.	29	8. 15. 0.	15	9. 0. 0.	—	—	15	10. 0. 0.
—	—	—	—	60	9. 5. 0.	—	—	20	10. 7. 6.
—	—	—	—	—	—	—	—	43	11. 0. 0.
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
13	6. 17. 6.	85	8. 2. 6.	5	7. 10. 0.	10	7. 10. 0.	11	7. 10. 0.
330	8. 2. 6.	—	—	3	8. 2. 6.	105	10. 0. 0.	41	10. 0. 0.
—	—	—	—	39	10. 0. 0.	—	—	—	—
—	—	—	—	—	—	—	—	—	—
438	7. 4. 10.	102	7. 7. 6.	77	7. 7. 6.	64	7. 7. 6.	124	7. 7. 6.
—	—	68	8. 7. 6.	33	8. 7. 6.	21	8. 7. 6.	89	8. 7. 6.
—	—	53	8. 10. 0.	7	9. 10. 0.	15	9. 10. 0.	94	8. 10. 0.
—	—	27	9. 10. 0.	121	10. 5. 0.	76	10. 5. 0.	37	9. 10. 0.
—	—	63	10. 5. 0.	—	—	—	—	67	10. 5. 0.
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—
—	—	10	7. 7. 6.	1	8. 7. 6.	49	7. 7. 6.	25	7. 7. 6.
—	—	6	9. 10. 0.	2	9. 10. 0.	92	8. 7. 6.	8	8. 7. 6.
—	—	15	10. 5. 0.	2	10. 5. 0.	62	9. 10. 0.	19	8. 10. 0.
—	—	—	—	—	—	33	10. 5. 0.	6	9. 10. 0.
—	—	—	—	—	—	—	—	10	10. 5. 0.
1,927	—	796	—	2,637	—	2,597	—	1,240	—
157	—	218	—	167	—	123	—	66	—
2,084	—	1,014	—	2,804	—	2,720	—	1,306	—

R. MOORSOM.
R. WARD.
E. PHIPPS.

— (78.)—K. —

AN ACCOUNT of the Number of SHIPS and VESSELS Built in the Ports of SUNDERLAND, and of the TYNE, respectively, from 1786 to 1813 inclusive; distinguishing each Year.

	NEWCASTLE, &c.		SUNDERLAND.	
	Ships.	Tons.	Ships.	Tons.
In the Year 1786	35.	5,922.	18.	1,962.
1787	31.	5,069.	17.	2,494.
1788	29.	4,977.	12.	2,145.
1789	29.	5,476.	16.	2,007.
1790	27.	5,948.	20.	2,866.
1791	27.	5,436.	8.	1,653.
1792	21.	5,014.	17.	2,819.
1793	40.	9,774.	32.	5,196.
1794	27.	6,954.	20.	3,696.
1795	29.	7,358.	35.	6,550.
1796	27.	6,506.	32.	7,025.
1797	31.	6,710.	33.	5,967.
1798	43.	9,450.	40.	6,773.
1799	38.	9,319.	41.	8,238.
1800	47.	11,100.	61.	12,662.
1801	49.	10,649.	49.	9,169.
1802	52.	11,176.	57.	8,951.
1803	59.	11,750.	57.	9,202.
1804	34.	8,864.	52.	8,305.
1805	22.	6,022.	37.	5,926.
1806	24.	4,681.	21.	2,613.
1807	23.	5,931.	30.	3,812.
1808	14.	3,723.	25.	4,450.
1809	20.	5,661.	35.	5,841.
1810	22.	6,276.	44.	8,254.
1811	21.	6,300.	62.	12,317.
1812	23.	4,844.	37.	6,304.
1813	41.	10,385.	47.	9,391.

Custom-House, London,
Office of the Register General of Shipping,
1 June 1814.

T. E. WILLOUGHBY,
Regr Genl.

— (79.) —

Navy Office,
31st May 1814.

AN ACCOUNT of the Number and Class of SHIPS Built, Building, or Ordered to be built in INDIA, for His Majesty's Service.

Rate.	Guns.	SHIPS NAMES.	
3	74	Minden	Built.
- -	- -	Cornwallis	
5	36	Salsette	
- -	- -	Doris	
- -	- -	Malacca	
3	74	Wellesley	Ordered to be built.
- -	- -	Melville	
5	38	Amphitrite	
- -	- -	Seringapatam	
- -	- -	Trincomalee	
Brig Sloop	- -	Victor	
- -	- -	Zebra	
- -	- -	Sphynx	
- -	- -	Cameleon	

HENY PEAKE. R. SEPPINGS. H. LEGGE.

—(80.)—

Navy-Office, 31 May 1814. } AN ACCOUNT of all SHIPS OF THE LINE, built in the several Merchants Yards in the River Thames, from 1793 to 1814 inclusive;—distinguishing each Year, and each Yard.

Rate.	Guns.	SHIPS' NAMES.	Where built.	By whom.
		From 1793 to 1797 - None.		
		1798:		
3	74	Northumberland	Deptford	Mr. Barnard.
-	-	Renown	Deptford	— Dudman.
-	-	Ajax	Deptford	Messrs. Randall & Co.
-	-	Dragon	Deptford	— Wells & Co.
-	-	Superb	Northfleet	Mr. Pitcher.
-	-	Achille	Gravesend	— Cleverley.
-	-	Kent	Blackwall	— Perry.
		1799 to 1801 - - None.		
		1802:		
3	74	Albion	Blackwall	Messrs. Perry & Co.
-	-	Sceptre	Deptford	Mr. Dudman.
		1803:		
3	74	Hero	Blackwall	Messrs. Perry & Co.
-	-	Illustrious	Deptford	— Randall & Co.
-	-	Repulse	D°	— Barnard & Co.
		1804:		
3	74	Eagle	Northfleet	Mr. Pitcher.
		1805 - - - None.		
		1806:		
3	74	Magnificent	Blackwall	Messrs. Perry & Co.
		1807:		
3	74	Elizabeth	Blackwall	Messrs. Perry & Co.
-	-	Valiant	D°	D°
-	-	Marlborough	Deptford	— Barnard & Co.
-	-	Sultan	D°	Mr. Dudman.
-	-	York	Rotherhithe	— Brent.
-	-	Cumberland	Northfleet	— Pitcher.
		1808 - - - None.		
		1809:		
3	74	Ajax	Blackwall	Messrs. Perry & Co.
-	-	Berwick	D°	D°
-	-	Rodney	Deptford	— Barnard & Co.
-	-	Royal Oak	D°	Mr. Dudman.
		1810:		
3	74	America	Blackwall	Messrs. Perry & Co.
-	-	Egmont	Northfleet	Mr. Pitcher.
		1811:		
3	74	Duncan	Deptford	Mr. Dudman.
-	-	Edinburgh	Rotherhithe	Messrs. Brents.
-	-	Barham	Blackwall	— Perry & Co.
		1812:		
3	74	Dublin	Rotherhithe	Messrs. Brents.
-	-	Gloucester	Northfleet	Mr. Pitcher.
-	-	Medway	D°	D°
-	-	Indus	Deptford	— Dudman.
-	-	Devonshire	Deptford	Messrs. Barnard & Co.
-	-	Cornwall	Deptford	D°
-	-	Pembroke	Blackwall	— Wells & Co.
		1813:		
3	74	Benbow	Rotherhithe	Mr. Brent.
		1814 - - - None.		

HEN. PEAKE. R. SEPPINGS. H. LEGGE.

—(81.)—

Navy Office, 31st May 1814. } AN ACCOUNT of the Number of SHIPWRIGHTS employed in the King's Yards, in each Year, from 1793 to 1814.

Number borne in January 1793	3,124.
— — — 1794	3,233.
— — — 1795	3,287.
— — — 1796	3,533.
— — — 1797	3,658.
— — — 1798	3,696.
— — — 1799	3,677.
— — — 1800	3,776.
— — — 1801	3,702.
— — — 1802	3,305.
— — — 1803	2,878.
— — — 1804	3,278.
— — — 1805	3,237.
— — — 1806	3,301.
— — — 1807	3,581.
— — — 1808	4,168.
— — — 1809	4,351.
— — — 1810	4,226.
— — — 1811	4,064.
— — — 1812	4,027.
— — — 1813	4,393.
— — — 1814	4,932.

The above Numbers comprise the Apprentices, as well as the Quartermen, Measurers, &c.

HEN^{Y} PEAKE. R. SEPPINGS. H. LEGGE.

—(82.)—

Navy Office, 31st May 1814. } AN ACCOUNT of the Number of SHIPWRIGHTS entered in the King's Yards in the present Year, distinguishing each Month.

	Number of Shipwrights entered.	
Between the 27th December 1813 and the 29th January 1814	53	Mem°.—The Number of Shipwrights discharged during this period, amounts to 201.
— — — 31st January and the 26th February 1814	69	
— — — 28th February and 26th March 1814	64	
— — — 28th March and 30th April 1814	91	

In the foregoing Numbers of Shipwrights entered, are included the Apprentices entered as Shipwrights, after having completed their Apprenticeship.

HEN^{Y} PEAKE. R. SEPPINGS. H. LEGGE.

—(83.)—

Navy Office, 1st June 1814. } AN ACCOUNT of the Expenses incurred for repairing SHIPS of WAR in PRIVATE YARDS, in each Year, from 1793 to the present time.

In what Year repaired.	Amount.
1793	£. 51,431. 7. 5.
1794	4,900. 8. 2.
1799	5,327. 17. 10.
1800	2,298. 17. 7.
1801	3,292. 6. —
1804	31,700. — —
1805	311,635. 2. 11.
1806	97,400. 18. 6.
1807	615. — 1.
1808	10,393. 14. 1.
1813	28,000. — —
1814	5,200. — —

E. BOUVERIE. ROBT MIDDLETON. E. STEWART.

—(84.)—

Navy Office, 1st June 1814. } AN ACCOUNT of the Number and Class of all SHIPS in the Service of Government, which have been repaired in the MERCHANTS YARDS in the River Thames, from the Year 1793 to the present time; distinguishing each Year.

Rate.	Guns.	SHIPS NAMES.	When repaired.
5	36	Flora	Completed in 1793.
—	32	Andromache	
—	—	Dedalus	
6	24	Amphitrite	
5	32	Astrea	1793.
—	—	Blonde	
—	—	Terpsichore	
6	28	Rose	
5	32	Greyhound	1794.
3	74	Powerful	1805.
—	64	Africa	
—	—	Belliquieux	
—	—	Dictator	
—	—	Intrepid	
—	—	Lion	
—	—	Nassau	
—	—	Stately	
—	—	Standard	
5	44	Sybille	
—	—	Woolwich	
—	38	Arethusa	
—	—	Renommée	
—	—	Thetis	
—	36	Flora	
—	32	Astrea	
—	—	Druid	
—	—	Iris	
—	—	Quebec	
—	—	Unité	
6	28	Vestal	

N.B. Several other Ships were refitted during the time, but the works performed did not amount to a Repair.

HENRY PEAKE. R. SEPPINGS. H. LEGGE.

— (85.) —

Navy Office, 2 June 1814. } AN ACCOUNT of all SHIPS and VESSELS of WAR now building in the Private Yards at The Out Ports, with the Date of the respective Contracts for building the same.

Rates.	Guns.	SHIPS NAMES.	DATE of CONTRACTS.
4	50	Romney - -	30th May - 1811.
6	—	Wye - - -	27th Feb^{y} - 1813.
—	—	Tyne - - -	27th Feb^{y} - 1813.
—	—	Tees - - -	27th Feb^{y} - 1813.
—	—	Cyrene - - -	27th Feb^{y} - 1813.
—	—	Eden - - -	27th Feb^{y} - 1813.
Brig Sloop.		Belette - - -	2d Sept^{r} - 1813.
—		Gannet - - -	2d Sept^{r} - 1813.
Bomb.		Hecla - - -	24th June - 1813.
—		Infernal - - -	24th June - 1813.
Transport.		New - - -	2d Sept^{r} - 1813.
—		New - - -	2d Sept^{r} - 1813.

F. J. HARTWELL. H. LEGGE. PERCY FRASER.

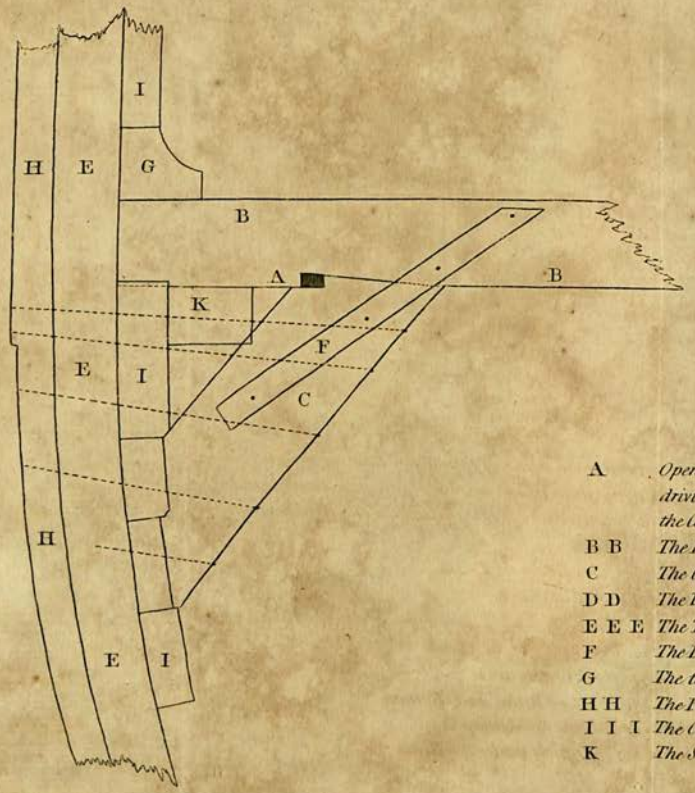
— (86.) —

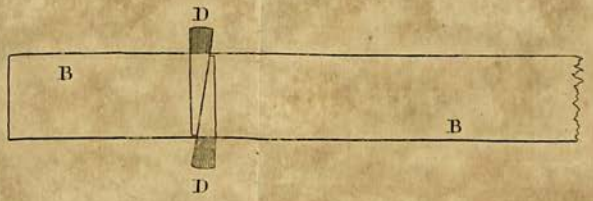
Navy Office, 3 June 1814. } AN ACCOUNT, showing the Quantities of FOREIGN THICKSTUFF, PLANK, and FIR TIMBER, expended in His Majesty's several Dock Yards, in each of the Years from 1803 to 1812, both inclusive.

DESCRIPTION.	1803.	1804.	1805.	1806.	1807.	1808.	1809.	1810.	1811.	1812.
	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.	Loads.
Foreign Thickstuff in rough Contents - -	785	50	147	402	545	730	570	372	727	792
- - Plank - D°	4,062	5,802	7,242	7,767	5,687	7,762	6,390	2,607	3,512	3,652
Fir Timber in Net Contents - -	5,888	8,987	15,383	9,765	11,593	19,067	9,568	12,228	10,720	16,034

J. HARTWELL. H. LEGGE. PERCY FRASER.

(87) Referred to in Mr. Henry Dawes's Evidence, page 437. in the XV^th Report of these Minutes.





A	Opening for receiving Iron Wedge Keys, for the purpose of driving them in as occasion may require, thereby rendering the Connection of the Beam and the Chock more effective
B B	The Beam
C	The Chock under the Beam
D D	The Iron Wedge Keys
E E E	The Timbers
F	The Iron Plates to the Chock
G	The thick Waterways
H H	The Plank of Wales and Bottom
I I I	The Clamps, Spirketting &c
K	The Shelf piece under the Beam

ROUGH SKETCH to explain the use of the Keys in the Plan adopted for attaching the Beams to the Side of the Ships, as fitted in the Invincible, Rodney and Dublin &c.

J. Barrett sculp.
Luke Hansard & Sons Printers

Ordered by the HOUSE of COMMONS, to be printed, 7th June, 1814.

XVI.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Lunæ, 6° *die Junij*, 1814 - - - - - - p. 449.

Mr. Robert Sepping.

ACCOUNTS AND PAPERS, p. 463;—*viz.*

(59.) A. 1.—Building and Outfit of Ships in India.
(60.) A. 2.—Accounts, E. I. C. ship, *Thomas Grenville.*
(61.) A. 3.—Ships built for service of E. I. C. 1793—1814.
(62.) A. 4.—Artificers (Shipwrights, &c.) permitted by E. I. C. to go to India.
(63.) A. 5.—India-built Ships admitted to British registry, since 31 March 1814.
(64.) A. 6.—Orders of E. I. C. relating to Teak or India-wood Ships, &c.
(65.) B.—Award; H. M. ship *Ajax.*
(66.) C. 1.—Overseer's Certificate for *The Dublin.*
(67.) C. 2.—Master Shipwrights, &c. Survey of *The Dublin.*
(68.) C. 3.—Master Shipwrights, &c. on the Fastenings of *The Rodney.*
(69.) C. 4.—Overseer's Certificate for *The Rodney.*
(70.) C. 5.—Master Shipwrights, &c. Survey of *The Rodney.*
(71.) C. 6.—Expenses on the Hulls of *The Rodney* and *The Dublin.*
(72.) D. 1. 2. 3.—Defects in H. M. ship *Courageux.*
(73.) E. 1. 2.— - - D° - - H. M. ship *Blake.*
(74.) F.—Chatham Officers on H. M. ship *The Terrible.*
(75.) G.—Master Shipwrights, &c. Survey of *The Ardent.*
(76.) H.—Ships in H. M. service, launched from Private Yards in the Thames; also Ships now building.
(77.) I.—Rough Oak Timber purchased by The Ordnance; 1806—1813.
(78.) K.—Ships built in the ports of Sunderland and Tyne; 1786—1813.
(79.)—Ships built and building, for H. M. service, in India.
(80.)—Ships-of-the-Line built in Merchants Yards in the Thames; 1793—1814.
(81.)—Shipwrights employed in the King's Yards; 1793—1814.
(82.)—Shipwrights entered in the King's Yards, in the present year (1814.)
(83.)—Expenses for repairing Ships of War, in Private Yards; 1793—1814.
(84.)—Ships in service of Government repaired in Merchants Yards in the river Thames; 1793—1814.
(85.)—Ships and Vessels of War now building in Private Yards at The Out Ports.
(86.)—Foreign Thickstuff, Plank, and Fir Timber, expended in H. M. Dock Yards; 1803—1812.
(87.)—ENGRAVING of a MODEL,—*referred to*, in the Evidence of Mr. *Henry Dawes*, at page 437, XVth Report of these Minutes.

Ordered, by The House of Commons, *to be printed,*
7 *June* 1814.

XVII.

Select Committee on East India-built Shipping.

Martis, 7° die Junii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. Benjamin Ramage, Called in; and Examined by Mr. SPANKIE.

Mr. Benjamin Ramage.

YOU are a purveyor of timber for the navy?—Yes.

How long have you been in that situation?—About six years; four years I have been so constantly, without intermission.

In the course of your duty, have you had an opportunity of seeing the quantities of timber brought in for the royal navy?—Yes.

At what yards?—At every yard in the navy almost; I am in the habit of seeing the timber that goes into the different yards in the kingdom.

It is a part of your duty to mark the timber that goes into the yards?—It is.

Committee.]—At all the yards?—In the whole of the yards of the navy; it is in the power of the Commissioners of the Navy, when I mark timber, to send it to any yards they think proper.

Where do you inspect the timber?—In every part of the kingdom nearly.

By what is your notice brought to the timber?—By virtue of an order from the Board.

The contractor gives you notice where a lot of timber is?—Yes.

Before it is felled, or afterwards?—After it is felled.

Before the purchase is made?—At times; but mostly after the purchase is made.

Mr. Spankie.]—Then I understand, that before a quantity of timber is delivered for the Public Service, it is inspected in the first instance by you on the ground?—Surely it is; I go over the whole of it, and select such as I consider fit for naval purposes.

And reject that which you conceive to be unfit?—Certainly; what is unsound I reject.

In the performance of this duty, have you been in many of the timber counties?—In a great many; in most of them.

Begin with Hampshire?—I have been a great deal in Hampshire; we have had a great deal of timber out of Hants within these four years; more than from any other county in the kingdom.

Within your observation, has the quantity of large timber, fit for building ships of the line, increased or decreased within the time you have been employed?—Decreased; there is no question about it.

In the course of your public duty, or in the course of your observation, have you observed any difficulty in obtaining timber of a large size for building seventy-fours?—For certain parts of the vessels, certainly, I have.

Can you mention any other counties besides Hampshire?—There is Northamptonshire; we have had great quantities from there, which I believe to be one of the first timber counties in the kingdom.

Committee.]—Do you speak of the royal forests only in Northamptonshire?—I speak of the royal forests and gentlemen's estates.

Mr. Benjamin Remage.

Mr. Spankie.]—In Northamptonshire how is the quantity of timber; has it decreased or increased?—It has decreased, no question of it; we have had such great quantities from it.

What is the quality, generally speaking, of the timber produced in that county?—Generally good in Northamptonshire.

Can you mention any other counties where you have been; have you been in Wales?—Some little; Hereford and Monmouthshire.

In the course of your observation of the counties where you have been, has the quantity of timber fit for naval purposes decreased?—I think it has in most counties, owing to the cutting down in late years being so great.

Can you mention what counties you have been in besides those you have named?—Wilts, Dorset, Devon, Somerset, Gloucestershire, Suffolk, Norfolk, Cambridge, Huntingdon, Nottingham, Lincolnshire; and I believe most counties in the kingdom I have been in within these last twelve months.

And at different times you have been in those counties?—Yes.

And in your opinion, in those counties, generally speaking, the quantity of timber for naval purposes has decreased?—I am firmly of opinion that it has, timber that is fit for naval purposes; I am speaking of timber of eighty feet metings, that is, timber applicable for seventy-four gun ships.

Have you observed whether the timber coming forward into succession, is likely to supply the place of that of which there has been so great a consumption of late years?—I think there is every probability of it, in the course of time.

Do you speak with respect to the royal forests?—I have nothing to do with the royal forests.

Do you speak of the royal forests only, or generally of the counties?—Generally of the counties I have mentioned.

But you have inspected timber in the royal forests?—Never.

Committee.]—Your inspection is of timber that is presented to the Navy Board by private contractors?—Yes.

Mr. Spankie.]—You have surveyed timber that has been supplied by Mr. Morris and Mr. Larkin, as well as other contractors?—Yes; I have been four years with Messrs. Morris and Larkin.

Committee.]—Do you mean to say, you have been in the service of Messrs. Morris and Larkin during that time?—No; I am not in their service, I am employed by Government.

Mr. Spankie.]—Have you ever known any difficulty experienced by Government in obtaining timber fit for naval purposes?—I have.

Do you conceive that that arose from the negligence of the contractors in fulfilling their contracts, or from the scarcity of that description of timber?—From the scarcity of that description of timber; that description of timber not being to be found in the kingdom.

Do you know the fall of timber on the Duke of Buccleugh's estate, and Sir Charles Mordaunt's?—Yes; I know them both.

And Mr. Holbeach's?—Yes; I went over the whole of those.

Can you tell us whether any considerable proportion of the supply for Government of late years, has been derived from those falls?—There is no question but it has, those have been the principal falls; the fall of his Grace the Duke of Buccleugh has furnished a principal supply for naval purposes, both at Beaulieu in Hampshire, and that in Northamptonshire was very handsome timber.

Do you know any other estates on which such a fall as that of the Duke of Buccleugh could be obtained?—I know of no estate in the kingdom that could furnish such a supply.

And with respect to that which was obtained from Sir Charles Mordaunt's estate, was that a large fall?—Not a large fall; there might be from two to three thousand loads, to the best of my recollection.

Speaking from your own observation, do you conceive that if Government required such large quantities of timber, they could easily derive a similar quantity to what was derived from those quarters you have mentioned?—I think they could not.

There is a considerable quantity of timber in the country of course; but do you know in the country within your observation any large quantities of timber which

are

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are for sale, or likely to be sold?—I do not; there were some last year. I think Lord Cardigan, from his estate in Nottinghamshire, offered some for sale in London, but I never heard of a purchaser; I think he took it down afterwards on his own account, and disposed of it.

Have you been on Lord Cardigan's estate since that fall took place?—I have.

Is there any considerable quantity of timber remaining?—There is certainly some very fine timber still remaining on that estate of Rockingham forest, belonging to different persons; in that Lord Cardigan has some quantity left.

Are you acquainted with Lord Clinton's estates in Devonshire?—Yes.

Is there any great quantity of timber upon that estate?—It is mostly all felled, a very little remains.

Have you seen it lately?—The last time I saw it, it was in that state I could not mark any of it for naval purposes; I think I left a thousand trees in one wood which I could not touch a piece of, being defective and foxy.

Is there any considerable quantity of shipbuilding timber remaining on Lord Clinton's estates?—Very little; I should not think he could furnish 500 loads from the whole of his estates in Devonshire.

Do you know any thing of the timber in Grimsthorpe park?—Yes; we had a fall there three or four years ago.

Can you tell us any thing respecting the quantity now remaining on that estate, fit for naval purposes; is it considerable?—No, I do not think it is considerable; there certainly is timber remaining there.

In what county is Grimsthorpe?—In Lincolnshire; it belongs to Lord Gwydir.

Can you form any estimate of the number of loads now remaining there?—Only merely from observation which I made four years ago; I think from four to about six hundred loads remaining.

You were there, how long on that observation?—Thirteen or fourteen days, to the best of my recollection, converting the timber of the fall of that year.

And marking that which was fit for Public Service?—I marked that which I considered fit for our own service, and I am sorry to say a great deal of it turned out very defective; I rejected a great deal upon the ground, but some I took opened very bad at the dock yards.

Was that old timber?—It had overstood itself, it was going to decay before it was attempted to be cut; a great deal of it within the park, and a great deal of ornamental timber does turn out defective; I believe in most parts of the kingdom, you will find that to be the case.

Of the quantity of timber standing in those different parts, is any considerable proportion of it ornamental timber, that is, timber which has overstood its time?—There is a great deal in Grimsthorpe park which is ornamental timber; there is some in the different woods, which I consider to be only fit for plank; there is very little of it fit for making frames for ships or timbers of any description: in fact, I think it was the worst lot of timber I ever was over in my life.

Have you been in other parts of the county of Lincoln; did you ever see the timber belonging to Mr. Sley's estate and the Duke of Rutland's?—Yes; there is some very good timber there; there was a very pretty fall of timber at the Duke of Rutland's, two years ago.

That is ornamental timber?—No; that was timber felled from woods, not ornamental timber, and very good it was.

You had a fall from the Duke's estate, had you?—Yes we had, and a very good fall it was.

Do you conceive that there is any large quantity of timber fit for naval purposes remaining on the Duke of Rutland's estates, independently of ornamental timber?—I do not think there is any great quantity, from the observation I made when I went over the land.

And you went over the land for the purpose of looking at the timber?—Yes.

Have you been in the county of Nottingham?—Yes.

What is your opinion generally of timber produced in that county?—We had several falls in that county, and it turned out a little bad knots; we had a fall at Thosby, Lord Manver's estate, that turned out defective.

Committee.]—That is all in Nottingham Forest?—It may be included in the Forest, but it did not appear to me to be forest; the timber was in hedge rows; it is very near to the Forest.

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Mr. Spankie.]—Have you had an opportunity of seeing or observing the timber in that county generally, to say, whether it is of a good quality or not?—I think it is rather of an inferior quality.

Do you know any thing of Government having prohibited the use of it in contracts for building ships?—I am not aware of any such prohibition.

Committee.]—Has any been received from the contractors, from Nottinghamshire?—Not within the last three years; I think it is three years since I marked any in Nottinghamshire for them.

Mr. Spankie.]—That was the fall you mentioned?—Yes, of Lord Manvers's.

Do you know a Mr. Christopher Richardson of Limehouse, a timber merchant?—I cannot say I know the man, I know his yard there.

Have you inspected any timber offered by him for the uses of Government, lately?—I went to his yard some few years ago, about two years ago to the best of my recollection, to look at some timber, and I recollect that I left it; it was timber that would have done me no credit, or any other person.

You considered it unfit for Government purposes, and rejected it?—Yes; which I considered it my duty to do.

It is part of your duty to mark the timber when it comes to the yard?—No.

You only mark the timber on the ground?—I select such as I conceive to be fit for naval purposes.

You do not see it again when it comes to the yard?—Only occasionally, if I make a visit to the yard.

Not officially?—No.

In your opinion, from the experience you have had, has the quantity of ship building timber decreased in those counties?—I think it has decreased considerably, and I know there is a difficulty in procuring timber for certain purposes.

[*Cross-examined by Mr. Adolphus.*]

What were you before you became Purveyor of timber for the Navy?—I was a Quarterman in the yard at Woolwich, and used to measure timber occasionally, and convert it.

That was your duty in the dock yard?—Yes.

You were bred a shipwright?—Yes; and my principal employ in the yard was as a converter.

I suppose till you became a purveyor, you never travelled the country much to look for timber, did you?—No.

Then your knowledge is derived from your observation, within these four years most particularly, and six years off and on?—Yes, I generally, as I go along to view a fall of timber, if I see a bit of wood do take notice of it; but I do not mean to say that I knew any thing of the quantity of timber in the country, prior to my being sent out as a purveyor.

As purveyor, you are sent in consequence of the contractors having offered some timber, to look at that particular timber which they have offered?—Yes.

Of course I suppose you go the straight way to that timber, and do not digress into other parts of the country to look for more?—Yes; I have eight or ten lots in different counties where my route is, and I go from one to the other; I do not stop at one lot till I have finished that; I am obliged to keep the hewers and the sawyers on, and get the timber as forward as I can; a great deal of the timber will get drawn on wharfs before I can see it from many estates.

My question was this, when you are sent to see timber that the contractor points out as fit for the use of Government, you go merely to see that, whether it is in one or more lots, or on one or more estates; and you do not go to other estates to speculate on their state and condition?—Surely not, that is not my business; I go where the timber is felled, and select such as I conceive to be fit for the use of Government.

You know that large quantities of large timber have been cut upon certain estates?—Yes, I do; and we have had large falls from some estates.

And knowing that that has been cut and carried away, you know there is less now than there was before that was cut and carried away?—There can be no question about that.

But whether there is more or less in a county generally, or in any other place, you cannot tell?—I think it must decrease considerably.

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Mr. Benjamin Ramage.

In places you have not seen?—I am speaking of places I have seen, I cannot presume to say it has decreased in places I have not seen.

You know that in the course of this long war, Government has consumed a very large quantity of timber?—Yes; they certainly have consumed a great quantity of timber, and have been distressed for it very often too.

Have you ever known any building or equipment of ships either in the Government yards, or in the private yards where they were building for Government, stand still or fail in point of time for want of timber?—No; it has never come within my knowledge, that they have ever stood still in merchants yards for the want of timber.

Were they ever delayed in point of time of the execution of the contract?—It never has come within my knowledge that they were.

Your employment has been in the Government yard at Woolwich; how many years before you became purveyor?—I was five-and-twenty years, I think, in the service, seven of which I was at Chatham.

In a Government yard then?—I served my apprenticeship in Chatham yard.

Then that is the whole of these two last wars?—Yes.

When you speak of a deficiency of some timbers, do you mean by that the very large pieces that are fit for the very largest purposes of shipbuilding only?—No; I speak of difficult timber, such as lower futtocks and fourth futtocks.

They are made of compass timber?—Yes.

Committee.]—They are the most crooked pieces?—Yes.

Mr. Adolphus.]—That is the only timber in which you feel any deficiency?—No; generally speaking, floors and beam pieces are scarce commodities, as well as futtocks.

They are timbers of a very large description, are they not?—Some of the largest.

What size are they?—It depends on the nature of the vessel they are going into.

Suppose ships of the line?—I suppose a floor in a converted state for a seventy-four would be nearly sixty feet in a midship floor.

That is not what you call sixty feet metings, is it?—I should not suppose you could get it out of sixty feet metings.

Of what meetings would that be formed?—You might get it out of a tree of 100 feet of rough timber, and it would be very good conversion then to get it.

Do the beams take timber of similar dimensions with the floor?—Beam pieces you may make shorter; if you cannot get them in three you may work them in four, but the floor must be a particular length.

Then it is of this very large timber and the compass timber, that you apprehend a deficiency?—I apprehend the deficiency of the timber to be in timber of about 100 feet metings; there is a great deal of very large timber standing now, ornamental timber, but when it is cut down it is not worth while for the merchant to move it off the ground in many places.

The use of compass timber is in some measure superseded by the use of iron and other fastenings; is not it?—Not the timber, certainly.

Knees are made of compass-timber, are they not?—No; they are made of straight timber now; I know of no substitute for compass-timber whatever, for lower futtocks and fourth futtocks, and things of that kind.

There are means used in the navy for remedying the deficiency of compass-timber, are there not?—There are many very great improvements made in it; where we cannot get compass-timber, we are obliged to make it in some two or three pieces, according as circumstances may occur.

You spoke of going to the yard of Mr, Richardson about two years ago; by whose instruction did you go?—I had a letter from the contractor, saying there was some timber there, and he wished me to go and look at it; I went, and I did not approve of it.

You did not go by Mr. Richardson's invitation, but the contractor sent you to look at it?—It is my duty to go wherever I am directed; it may be a little more than two years ago; I cannot speak to the date.

When did you see Lord Gwydir's estate, with the timber upon it?—I think it was three years since the timber was taken down at Grimsthorpe Park.

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It was not so lately as last year, I take for granted?—No; I have never been in the park since, nor was I ever there before.

I think you say there is a small quantity left there?—From what I could judge by riding about the park and the woods, while I was there, and my employment about the estate; I was there thirteen or fourteen days, and must have taken some little notice of the timber there; and I recollect an observation I made at the time, that if the timber standing was no better than that which was down, it was good for very little.

You have stated, I think, that you have no doubt that there is timber coming forward, which, in the course of time, will answer as a supply to all that has been taken away?—I have no doubt it will, but it will be some years first.

How long?—I should think fifty years at least, before it would come to maturity.

Do you mean that in the places where timber has been cut, which you have observed, or in the country in general?—In the country in general; I think, gentlemen seem to be preserving oak more now than ever they did.

I do not observe your stating your having any knowledge of Kent and Sussex, and other counties, where there are large quantities of oak?—We have had very little from those two counties; I have been in the counties of Sussex and Kent.

How lately?—It was last year in Sussex, a great deal at Sir Godfrey Webster's estates at Ashburnham.

Do you know whether there are large quantities there?—I do not know; we had very little.

But from your riding observation?—I observed there was some very good timber standing in the neighbourhood of Uckfield, but who it belongs to I do not know.

When were you last in Hampshire?—I think it is about eight weeks since I came from Basingstoke Park.

Have you ever had occasion to see the estate of Sir William Heathcote, at Heirsley?—I do not exactly know it by name.

Between Winchester and Romsey?—No; that is out of my beat.

There is a Mrs. Fleming, at Stoneham?—I know her estate very well; we had some timber from it last year; and we had some timber from the Isle of Wight.

Is there much timber there?—I can hardly answer to the quantity that is left; what we had last year was apparently small; I left some of that behind, in the Isle of Wight in particular.

From whose estate had you timber in the Isle of Wight?—Mr. Fleming; his estates extend nearly as far as Romsey altogether, but the timber in that part of the country generally runs small; it is a soil that will not produce large timber.

You never saw Sir William Heathcote's estate?—Not to my knowledge.

Do you know Sir William Oglander's estate in the Isle of Wight?—No, I do not.

Mr. Chute's?—I recollect being in some woods in the Isle of Wight, from Cowes up to Brading and that part; but who the estates belonged to I do not know.

Is there a good deal of timber still in the Isle of Wight?—It is very small; I consider it to be very trifling.

Have you been all over the Isle of Wight?—Not all over it.

Do you know Mr. Chute's estate near Basingstoke?—No, I do not know it.

Do you know Lady Mildmay's, at Dogmersfield?—No.

Do you know Tilney Hall in Hampshire?—No; I do not know it exactly.

Sir Thomas Miller's, near Elton?—No.

Lord Bolton's?—No.

Sir Harry Featherstonehaugh's, near Petersfield?—I do not know it; I do not know any of the places you have mentioned.

Do you know Lord Stawell's estate at the Holt?—I do not know it.

Do you know Lord Middleton's estate?—No; I know nothing of it.

You have nothing to do with the providing of timber for the navy?—I select such as is fit for the navy, after the contractor has made his purchase.

Then you exercise a rejecting power?—Yes; I either take or reject; and then it is subject to the refusal of the officer, when it gets to the place of its destination.

But the examination of timber throughout the country, for the purpose of supply, is no part of your business in any way; it is mere matter of curiosity?—That is not my duty at all.

You have seen the Duke of Buccleugh's estate, I suppose?—I have; I believe I have seen almost all the estates he is in possession of, both in England and Scotland; and we have pretty well thinned his estates of timber now, I believe.

Have

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Have you seen Lord Bagot's woods, in Staffordshire?—No; I go very little into Staffordshire.

You answered my learned friend, that you did not think there was any estate in the kingdom that could furnish as much timber as the Duke of Buccleugh's; of course it cannot be from observation you say that?—I formed my ideas from the quantity of timber that was on that small estate; there was no other estate that could furnish that quantity; it had not been cut for many years, and it stood almost as thick as corn in a field, and we were four years in cutting it down.

Still not having seen the whole kingdom, you cannot tell whether, in places you have not seen, there may not be such another estate?—I am only speaking of places I have been in.

Committee.]—You mean to say, you never saw any thing like it?—Yes.

[*Re-examined by Mr. Spankie.*]

You have been speaking only of what you have seen in the course of your official duty?—Certainly, only what I have seen in my official duty, within these four years.

When it is your business to go to an estate where there is a large fall, you of course have opportunities of seeing not only what is cut, but what is left?—It is from that observation that I form my opinion of the quantity of timber in Grimsthorpe Park.

In your opinion, upon the Grimsthorpe estate is there 100,000*l.* worth of timber that can be cut?—I should think you would not find any person who would give 100,000*l.* for it; not any person who knew the quality.

Should you think there is 100,000*l.* worth to be cut?—I really should not think there is half the quantity.

Of the quantities cut down, from your general experience can you tell us what proportion is fit to be received for the Public Service?—I should think about four-fifths; of timber 40 feet and upwards, as generally shewn me by the contractors, full four-fifths are *fit* for 11 inch sidings, and upwards, but taking the common falls of timber through the country, as seen by me in the woods and fields, no more than one-third are of 60 feet metings.

You say four-fifths of the size is fit to be received?—Yes, I think so.

Then, of the quality felled, what proportion may be fit to be received?—I should think, out of the four-fifths that I say may be fit for naval purposes, I leave behind a tenth part of that quantity; that is as near as I can state.

Committee.]—That is, out of 100 trees, you find 80 of them of a good size?—Yes.

And about 70 of a good quality?—Yes, more than that.

How many out of 100 trees?—I should think from 80 to 90; you must take the smaller timber out.

You say, that four-fifths out of the fall is good, in point of size?—Yes.

That would give you 80 that are fit in size?—Yes.

Out of that 80, you would strike off again eight or ten that were not good, in point of quality?—Yes.

Leaving them about 70 that would be fit for the purpose?—Yes, thereabouts; I think there is one-fifth of the timber that is of that small description that is fit for no kind of shipbuilding whatever.

Mr. Adolphus.]—No kind of Government building?—It might be fit for craft, or small smacks, or things of that kind, or carpenters building in the country.

Mr. Spankie.]—You spoke of the timber in Hampshire; speaking of that you have seen, you stated it was generally small timber?—That part belonging to the Duke of Buccleugh, is small timber; but I have had some very good timber indeed out of Hampshire.

In the Isle of Wight it is small?—Yes, I found it very small in the Isle of Wight; it is not a place for large timber at all.

You have been examined as to the contrivances to supply the place of compass-timber?—There are some improvements; where we cannot get compass, we are obliged to make them in two or three pieces, where they were formerly made of one.

In your opinion, does this alteration tend to a greater consumption of timber than formerly?

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formerly?—I should think it would rather tend to the greater consumption of timber.

For what reason?—It certainly must take more timber to make it in three pieces, than it would to cut it out of one; that is my opinion of it, though you may cut it out of a smaller piece.

In the course of your observation, confining yourself to what you have seen, has the quantity of hedge-row timber declined?—Yes, I think it has.

Hedge row timber is generally crooked timber?—Yes; it is considered valuable timber, we have had a great deal of hedge row timber; and therefore I think it must have decreased.

You stated that there was a greater care bestowed on the preservation of timber now than formerly?—Yes, I think there is; I have noticed it in many parts.

How soon is that care likely to be attended with bringing timber into use for naval purposes?—I think fifty years; I only give that as my opinion, it may be more or less.

Before that time, do you think there will be any want of supply of the species of timber, of which there has been so large a consumption for large ships?—I think there is a deficiency of the timber of the description I have alluded to, for the futtocks.

[*Examined by the Committee.*]

You have stated you have been in the habit of going through the country, with a view of looking at those parcels of wood which have been offered by the contractors?—Yes.

Has it appeared that there has been, from the general aspect of the face of the country, a considerable decrease of large timber?—Yes; I do not think we see so much as formerly we used to do.

Does any thing pass between you and the commissioners of the navy; do they state to you what quantities they want, or do you only go and look at parcels of wood, in consequence of wood being offered?—I have repeatedly orders from them to select such and such pieces of timber, which I cannot get very often; I have been as much as two years, and could not get twelve pieces for certain parts of a ship, and I do not think I have procured them to this day.

Have you general directions from the Navy Board to look about for different kinds of timber?—Yes; for different pieces of timber that are wanted.

Then, in all the offers you have had in the last two years from different people, you have not been able to find more than ten or twelve pieces more than you wanted?—I found a few of them, but very few of them; there are some particular descriptions of timber in a ship, I do not think it is possible to get in any part where I have been, at least I found a difficulty in getting them.

What is the particular description of timber, which you have found a difficulty in getting?—Floors and fourth futtocks.

Now speaking of the timber generally of a large size, which is used in ship-building, has the Navy Board ever found any difficulty in getting what they wanted?—Yes; they have found difficulties in obtaining what they wanted, and they have been obliged to have recourse to other means.

What other means have they had recourse to?—To make such timber as they could not get in one in two, and use fir instead of oak, and so on in many parts.

The question was, whether the offers that were made to the Navy Board, were always sufficient to meet their wants?—Nearly so, but in some instances they were not.

But in point of quantity for general purposes, have they had sufficient?—They have; it has answered their purpose; but I am hardly able to judge, I am in the yards so little.

Have the offers been as frequent as they were before, and as large?—I find them equally so.

Has not the contract price of timber very much increased within the last twenty years?—Our contract prices have increased, but I know nothing of the prices with gentlemen in the country; Government prices have increased within the last four years.

To what do you attribute that increase of price?—To the scarcity, I should think, of the larger timber, I do not know what else it can be; I should think if there were more of the article, they would never have advanced the price.

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Do you mean to apply the distress which you spoke of, which the Government had frequently felt, merely to that particular large timber?—To the timber of the middling class; such as I describe, timber of about 100 feet.

Have you ever found any difficulty in getting plank?—I have nothing to do with the plank part of the business, the contractor furnishes so many loads of plank to every thousand loads of oak timber; a proportion of plank is sent in with the timber.

Has much smaller timber been taken for naval purposes recently, than used to be?—The smallest timber I dare mark, is timber of thirty feet in the rough state, and I can mark it as low as twelve feet long, and eleven inches in the sided state.

That is cut to a square?—Yes, not die square.

What do you mean by marking it?—It is to approve of it, that it may be sent into the different yards.

That is to say, you set The King's mark upon timber that you find ready cut?—Yes.

You do not mark trees standing?—Certainly not.

You have spoken of the Isle of Wight; you do not consider the Isle of Wight a timber country at all?—No; the timber is smaller.

Is not the Isle of Wight principally divided into places of chiefly ornamental timber?—No; there are many very nice little copses in the Isle of Wight, and there are some very pretty sticks, but they are generally small.

Do you know any thing of Marlborough Forest?—No, I know nothing of it, only by riding through it.

Do you know any thing of the wood at Bulstrode?—Yes.

What quantity of wood is to be found there that is fit for naval purposes?—The timber we had there last year was very defective indeed.

Is there any quantity of wood there now fit for naval purposes?—No, I do not think there is; if I can form an idea from what we had last year, it was so very bad we could not apply it to any purposes; it had stood too long.

You said you had never known any building in The King's yards or in the private yards, at a stand for want of timber; has it fallen within your knowledge, that there has been any great use of foreign timber lately in The King's yards?—There was a use of foreign timber about five or six years ago, there were two or three ships cut out wholly of foreign timber.

That timber does not fall under your inspection before it is received?—No.

Then you do not know any thing of the relative quantities received of it in the last year?—No.

You have said, you go to inspect wood that has been felled, to see whether it is fit for the uses of His Majesty's navy?—Yes, that is my business.

In what way do you go?—I go as soon as it is felled.

How do you travel?—In various ways, by stage coaches, the best mode of conveyance I can get.

Best on account of expedition?—I often travel by the mail all night.

You do not look much after timber in the night time in the mail?—No; I have nothing to do with the timber while it is standing, I only select what is fit for the purpose when it is felled.

But you have said, that from your general observation there is a considerable decrease of large timber fit for naval purposes?—I think there is, from the hedge rows and so on.

How far do you extend that observation and that opinion?—To the various places I have been at.

In how many counties have you been to inspect timber?—In most counties in the kingdom.

And you extend your observation, that there has been a considerable decrease of timber fit for naval purposes in most counties in the kingdom?—Upon my word I think so.

You have travelled into those counties, upon the errand of inspecting timber cut down for the use of the navy?—Yes.

Have you had any other means of general observation of the state of timber as to its quantity, than travelling in that way for that purpose?—No, I have not; only from conversation with gentlemen about timber.

Mr. Benjamin Rumage.

Then is the opinion you have expressed upon the considerable decrease of timber, founded partly upon your travelling in the most expeditious manner in the mail and stage coaches, and other expeditious modes of travelling, to inspect timber, and also from having heard from gentlemen with whom you have conversed, that the stock of timber fit for naval purposes has diminished of late years?—My opinion is founded in not finding it when I get to certain places, and the observations I have made in going along; I do not form my opinion on any other observations than my own.

In forming your observations as you say, in going along, have you deviated from the direct road to the place of your destination?—I am very seldom in the country without going over the space of three or four miles along hedges and so on, there is where I form my opinion; it is not going along the road that you can form an opinion of the state of timber, but it is when on the estates.

Have you not said, that you have found offers of timber as plentifully lately as they were heretofore?—I find just as much work now as I have done for the last four years.

Do you know the present market prices of oak timber, fit for large shipbuilding?—No; I only know our contract price.

Then you know the contract prices?—Yes, I do.

Are the contract prices so extravagant, as to make you think from them that there is a great scarcity of timber fit for the purposes of large shipbuilding?—I suppose if there had not been some difficulty in procuring timber of this description, they would not have given the price they now do.

But I ask you, whether you think that price so extravagant, as to lead you to suppose from thence that there is a scarcity of that description of timber?—No; the price did not make me think so at all.

If the price was to rise much higher suddenly, would that indicate to you a scarcity?—I do not think I am competent to answer that question; it might be an inducement to gentlemen who have timber, to fell it.

Do you think a very extravagant high price suddenly produced, is an indication of a scarcity of the article?—I should think it would be.

Having said so, do you think that the present contract price of timber is so extravagant, as to indicate a scarcity of that article?—I do not think that the present contract price is an extravagant one; I think it is very moderate.

Did a Mr. Noakes shew you some large timber for floors, about two years ago, in Hertfordshire?—I have no recollection of that; I recollect his telling me I should find some floors, but I think it was, to the best of my recollection, at a place called Snape, near Woodbridge.

In consequence of that, did you go there?—I was then on my route to Norwich, and I called at Snape.

Did you find what you had been taught to expect? No; it had been shipped and taken away before I got there.

Do you know any instance, within the last few years, of a contractor for timber having been unable to produce the quantity of timber which he had contracted to produce, within the time specified in the contract?—No, I do not; they have a certain time allowed to them for their delivery, after I mark it.

Have you the means of knowing whether a contractor, who does contract to deliver a certain quantity in a certain time, does deliver it according to that contract or not?—Yes; I have the means of knowing the terms of his contract, and he is there bound to deliver it on or before a certain time.

You are asked, whether he does perform the contract as to time?—I have not the means of knowing that; I know whether he delivers a certain quantity according to his agreement, because I mark it.

Then, when you have marked as much as will fulfil the contract, do you consider he has completed the contract, as far as he has to do with it?—Yes, I think he has, as far as I have to do with it; when I have marked the quantity he is bound to furnish, I have nothing more to do with it; he is bound then to deliver it within a certain time, and such part as I mark as most wanted, he gives the preference to in shipping.

Then of late years when you, knowing the terms of a contract, have gone to the contractor to inspect his stock, and select out of that stock as much as he has contracted

tracted to supply, have you found any difficulty, when you came to see that stock, to make that selection?—Yes.

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In many instances?—In some few instances I have rejected vast quantities.

Have you been able to select as much out of all his stock as would fulfil his contract?—I have.

Then you have never found yourself unable, when going upon such an errand, to select out of the stock of the contractor as much as would fulfil his contract?—No, I never have.

Do you know any case, in which a contractor who had contracted to supply a large quantity of timber in two years to Government, made an end of his contract by supplying it all in one year?—I think Mr. Larkins did, to the best of my recollection.

Was that an extensive contract?—It was a contract for 40,000 loads of timber, I think.

How long was it ago; was it two, three or four years ago?—I think, last year I marked for him about 40,000 loads of timber.

Do you know the time in which he had contracted to supply that timber?—It was a running contract, to run from one year to the other, and so on.

Then was that his whole year's supply upon that running contract?—No; he was to supply so much in one year, so much the year following, and so much in each year, for a term of years.

Do you know how much he was to supply in the last year, in which you selected out of his stock about 40,000 loads?—I think it was 36,000 loads, but I am not exactly certain; and there was an agreement besides for some certain quantity beyond that.

If called for?—If called for, I think it was 40,000 loads I selected last year.

Can you say what the addition to that contract was to be, in the power of Government to call for if they chose?—No, I cannot.

Was he to supply that 36,000 loads in the course of last year?—I think in the course of last year or before Lady-day of this year; there is a certain time allowed for delivery at the commencement of the contract.

Can you say generally, whether he delivered it much before the day on which he was to deliver it, or not?—I do not think the time is yet expired.

It is not all delivered?—No.

It has all been marked for the use of the navy?—Yes.

Is the delivery made after marking, at the pleasure of the contractor, or is he to wait till the convenience of Government prompts them to call for this or that proportion of the whole supply which he has to make?—He sends it in as soon as he possibly can; he has notice to what yard it is to go, and he sends it in as quick as he can.

You know of no instance of a merchant, after his timber has been selected by the persons sent down, being told to let it lie with him till further orders?—No; I do not know of any; there might have been such orders; I know of none.

Do you know whether the Navy Board has taken the last order of Messrs. Boucher, for 20,000 loads?—I do not know it officially, but I think they have not taken it.

Mercurii, 8° die Junii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

William Dennison, Esquire, Called in; and Examined by Mr. GRANT:

William Dennison, Esq.

WHAT are you?—A commander of an India ship.

You have been at Bombay?—I have.

You have been a commander of a country ship there?—Yes, I have.

How long did you command that ship?—I commanded a number, from 1797 to 1813.

Did you ever come home in one of those ships?—I brought one home last year.

Is she an Indian-built vessel?—Yes, Bombay-built.

Have the other ships which you have commanded in the country trade been India-built?—All of them, with the exception of one.

Mr. William Dennison.

Have you had sufficient experience of Indian-built vessels, to be able to speak positively with respect to the quality of those vessels, as fit both for the country trade of India, and for the trade between this country and India?—Yes.

Can you state whether those ships are good or not for the purposes mentioned in the last question?—They are as good ships as can be for any trade; the ship that I brought home is calculated for every trade that is possible.

What is the ship you speak of?—The Hannah.

Of how many tons?—Four hundred and fifty-eight tons.

Mr. Grant.]—Do you mean to speak of the excellence of the materials, or the construction, or both?—Of both.

Are those ships strong?—I fancy they are as strong as any ships can be built.

Supposing you to be navigating such a ship between India and this country, and to be in a gale of wind, should you feel as easy, with respect to the preservation of your crew and cargo, as you would in a ship which was built in any other country?—More so.

Would it be an advantage to you, in managing your ship in a gale of wind, that you were not apprehensive with respect to her strength?—It certainly would.

I mean to say, could you in a strong ship, instead of lying to, proceed and take your chance?—That depends so much upon circumstances that it is impossible to answer it.

Of what manufacture is the rigging of the ship in which you have come home?—The whole of her standing rigging was English patent rope.

Can you say whether the ships which you have commanded in the country trade, have had any proportion of their rigging supplied from the manufacture of this country?—Almost all the ships that I have commanded in the country have been rigged with English rope.

Committee.]—Do you mean the standing rigging, or both;—I mean the standing rigging, the running rigging is generally of country rope.

Mr. Grant.]—Do they use standing rigging of European manufacture, in preference to that of the manufacture of the country?—When it is reasonable in price.

Then I am to understand you to say, that when they choose to use standing rigging of Indian manufacture, it is only because the price will not permit them to purchase standing rigging of European manufacture?—I believe generally so; some people may prefer Indian rigging.

Can you state at all, in the fitting out of a ship, what would be the comparative expense of fitting her with rigging of Indian manufacture, and with rigging of European manufacture, supposing the European rigging to be at what you call a reasonable price?—I should imagine the prices would be nearly the same, if the cordage was at the same rate it was before the war, or even in 1797.

Do you mean to say then that there would be the difference in quality, in favour of the rigging of European manufacture?—As to the quality, it is not entirely decided; some people prefer the one, and some the other; I for my part prefer the European.

Are you able to say whether the country shipping of Bombay do afford a market of any extent to the rigging manufactured in this country?—To a very considerable extent.

Can you say whether the English cordage imported into that country, pays any duty or not?—It pays a duty, I know; but I do not know what it is.

Do you remember any period when the English cordage has been particularly dear in that country?—In 1811, it was very dear; and very dear before I came home in 1812, and not to be got in any quantity, except from the Company's stores where it was sixty rupees a hundred weight; I paid for European patent cordage 52 rupees per cwt.

At that time was the use of cordage manufactured in India, greater than it had been before?—Greater than it had been for several years before; I paid fifty-two rupees a hundred for the cordage we had for the Hannah, and in the same month it was raised to sixty.

Committee.]—Do you know of its being purchased at the Company's stores, at that rate in India?—Yes, about sixty.

Indian cordage bearing what price at that time?—I cannot exactly say.

Was Indian cordage extraordinarily dear at that time?—It was dearer than it had been, but not extraordinarily dear.

Bearing

Bearing no proportion to that price?—No; a little more than half that price. *William Dennison Esq.*

Mr. Grant.]—Am I to understand that English cordage is in great request there, even when the price of it is advanced?—Yes; there is a considerable quantity used for particular purposes.

Are those purposes where they require greater strength of cordage, or what else?—Yes; for greater strength, for the ropes of sails and other things.

Can you say whether there are any other articles, either in the building or fitting out of a ship, which are of European manufacture?—The smaller spars, topmasts and topsail yards, and the ship chandlery, sheathing copper, copper bolts, iron, iron nails, blocks of all descriptions, anchors, channel knees, iron knees, iron breast hooks and standards.

Can you, in any rough way, give us an account of what may be the average quantity of the articles of European manufacture which are used in the outfit of a vessel built at Bombay?—Not correctly.

We have it in evidence, that the teak vessels are remarkably durable?—They are very durable, I have been in one that was between fifty and sixty years old.

Was she often repaired?—She had been several times repaired.

Has she been employed always in the country trade, or has she been to Europe?—She was always in the country trade.

[*Cross-examined by Mr. Harrison.*]

You were asked, whether it was not advantageous to have a strong ship, with a view to your management of her in a gale of wind, and you were asked with reference to lying to or any other operation; now I ask you whether that does not depend on, whether she is a good sea boat or not?—It does.

Does it depend entirely on how she lies in the sea, and whether she is crank or not, and what sort of a sea boat she is, instead of the strength of the hull?—Certainly it does.

You have said you gave fifty-two rupees per hundred, for the rigging of the Hannah, did you purchase that yourself?—Yes; I made the purchase myself, it was paid by the owners of the ship.

Now, have you ever ascertained by experiment, or known whether experiments have been made upon the comparative strength of Indian rope and English rope?—Yes; I have seen several tried.

Of what description was the Indian rope, with which these experiments were made?—I have seen it made from the hemp of the aloe and the coire.

But my enquiry is directed to rope made in India of the best materials, which I believe you call the Salsette hemp?—Those were made from the best materials of Salsette hemp.

In what way was the rope made of the Salsette hemp, manufactured by patent machinery, or only in the common way?—In the common way.

Was it tried against patent rope or rope constructed in the same way?—Against common rope of the same size.

Which was preferable?—The common European rope; it was tried against King's rope.

To what extent were those experiments made?—It was only in small cordage.

When you speak of small cordage, what description of cordage do you allude to?—As large as three and a half inches in circumference.

Is that rope of a size that is used for bolt ropes and sails?—Yes; it is used for bolt ropes of small sails.

In the Hannah and the vessels you have sailed with, you alluded just now to ropes for sails, did you mean that they were of English cordage?—Yes; in general.

Has the manufacture of the rope and other articles for the furnishing of ships, increased in India within these few years?—Within these five or six years it has increased very much.

And is in a state of progressive increase?—I do not know; it is made more for The King's ships, than any thing else; there are very few ships in India use the hemp rope of India, except The King's ships.

Committee.]—The Indian ships generally use the sun rope?—No, the coire rope; the sun is not much used in India for rope, they use it for canvass.

William Dennison, Esq.

Mr. Harrison.]—What description of rope of Indian manufacture have The King's ships used in India?—Generally for running rigging, they have tried some cables.

I think I understood you to say, you could not give me the price of Indian cordage of a similar description to British, at the time you purchased the cordage for the Hannah?—I cannot exactly say; about five-and-twenty or thirty rupees per hundred; it did not exceed thirty.

At the time you were giving fifty-two for British?—Yes.

Are the teak-built ships generally good sailers?—They are as good sailers as merchantmen generally are.

Do you mean to state they are, in comparison with English vessels of the same description, as good sailers, and as good sea boats, as the vessels built in England?—Yes, I think so; I think they are better vessels than merchantmen generally are.

Are they crank vessels, or not?—Some of them are; they are generally cranker on the first voyage, than they are afterwards; they are more buoyant than European vessels generally are; and they have not sufficient ballast on the first voyage generally; when they have some experience of them, they give them the necessary ballast, and then they are not so crank, they are not so buoyant the next voyage.

Are you generally obliged to give them an additional quantity of ballast on the second voyage?—No; people who are accustomed to them generally make allowances for them.

Do they carry more ballast in proportion, than British-built vessels?—No, I do not think they do.

Do they generally carry cargo in proportion to their measured tonnage, so well as British ships?—They are built sharper, generally, than the ships built in this country, and of course they cannot stow so much cargo.

They are not what you call such burthensome vessels?—They are sharper and more fit for men of war; I speak of Bombay ships.

[*Re-examined by Mr. Grant.*]

I should like to know from you, is it no advantage in managing a ship in a gale of wind, to be secure of her strength?—A strong ship will carry more sail without pressing her, than a weaker one.

Then, if I understand you now, beside the advantage derived from the strength of the vessel in respect of safety, there is some advantage with respect to the expedition of proceeding on her voyage?—Certainly, in a weak and strong ship on the same construction, there is a difference; the strong ship will carry sail better than the weak one, without straining in blowing weather.

Then, upon the whole, the strength of the ship must be an advantage in promoting the expedition with which she can conclude her voyage?—It is a very great advantage; because, if a ship is leaky, a part of her hands are obliged to be at the pumps; whereas, if she is a tight ship, the people can attend to the sails.

You have stated, that the India-built ships are generally sharper in their construction?—In general, at least in Bombay; I do not know for other parts of India.

Does that promote their sailing?—They sail faster.

Then, although they may lose something in carrying a small cargo, they gain in the expedition with which the cargo is conveyed?—Yes.

It might be very possible for the builders at Bombay to build them less sharp?—They build them according to plan; the plans are sent out from this country, of ships that have been built for the Company, and they build them according to the plan.

The plan in fact is admirably executed by the Bombay builders?—They are as fine ships I fancy as any that sail; they are well built.

Would it be possible for them, with different plans, to build ships on any other construction?—Certainly.

In such a manner that they might carry as much burthen as any ships built in this country of the same size?—Certainly.

Can you state whether the teak is a lighter material than the oak?—It is rather heavier.

Do you speak from any particular experiments?—No; I never saw the experiment tried, but it is the universal opinion in India; the difference is very little though it swims buoyanter in the water.

If

If the teak be a heavier wood than the oak, in what manner do you conceive that a teak vessel is more buoyant in the water than an oak-built vessel?—There is an oiliness in the teak, which prevents the water from soaking into the wood. *William Dennison, Esq.*

Are you able to say, from any accurate experiment or observation, that the teak-built vessel is more buoyant in the water than an oak-built vessel?—No; only from the observation of teak-built ships of the same tonnage.

Then, whatever may be the comparative weight of the materials in themselves, are you able to say, from observation, that the teak-built vessel draws less water than the oak?—I cannot say, to my own knowledge, that I ever saw two ships exactly on the same construction; but generally it is supposed that a teak-built vessel is more buoyant.

[*Examined by the Committee.*]

They make no sheet copper in India?—No.

Nor any good sheet iron?—None.

In the country shipping you have not generally many European sailors on board?—Very seldom any.

Are you able to speak to the effect of the climate of the country upon the health of low European sailors employed there; do you think they would stand the racket of the country trade?—They would not stand it very well.

You stated, that the standing rigging was chiefly made of European cordage; what proportion does the standing rigging bear to the whole rigging of the ship, in point of expense?—About three-fourths.

About three-fourths of the whole?—Thereabouts.

Do you know, whether in any of those ships which are possessed and commanded by natives, the English manufactures enter into the construction of them?—Yes, I have seen the Arab ships fitted with the European articles, some of them.

Are the ships coppered, or have they English anchors and cordage, and those things?—Yes, there are many of them coppered, and almost all of them use English anchors.

And that copper is all sent from this country?—All from this country, or some part of Europe.

Do you know, whether the Indian vessels for the country trade use English sails?—They sometimes do; when the canvass is cheap they do, but it is so dear at times, and so bad, that they prefer that of the country.

If it was at a moderate price, and good in point of manufacture, they probably would prefer British manufacture?—Yes, they would prefer it.

Do you know what is the difference in price between the imported canvass and the Indian manufactured canvass?—About half; the Bengal canvass sells at Bombay at from twenty-six to twenty-eight rupees a bolt, and the English from forty-seven to forty-eight and fifty.

Do you happen to know what conveniences they have in India for building of ships; what are the means they have by slips either at Bombay or Calcutta?—There are five slips I think at Bombay, and five docks; there are generally three of them kept for repairing docks.

Do you know any thing of Calcutta?—Very little; I have not been much there.

Where are the five slips at Bombay?—One in Collabah.

Is that in use now?—There have been one or two ships built there.

How long ago?—I do not recollect when the last ship was built there; an Arab was built there last.

The Cambrian was the last ship built there, was not it?—There was one since that.

A small ship has been built there since?—Yes.

What tonnage is the Cambrian?—About 750 tons, I think.

Did any accident happen to her in launching?—Yes; she got aground, and was very much hurt.

I believe she is a strong ship still?—Yes, she is; she was placed in dock in consequence.

What other slips are there?—There is one at Musagong; there are but three slips.

And this one at Collabah has not been used these three years?—Not since that small ship was built; I do not recollect the time.

There is some copper imported to India from Bassora?—Yes, in cakes.

Can they make that into sheet copper in India?—No.

William Dennison, Esq.

Can they make it into bolts?—I do not know that they can make it into bolts; I have tried to make it into nails, but I found it come more expensive than the English copper.

You generally use English canvass for the heavy sails, do not you?—When it can be got.

Pray what price do you recollect English canvass being at formerly?—As low as eighteen rupees a bolt, for a short time; but I have known it at two or three-and-twenty, for a considerable time, and it has been as high as fifty-two, the patent canvass of the company.

If Bengal canvass and Europe canvass were of the same price, which would you prefer?—I would prefer the Europe, if it was of a good quality.

Have not they sent it out of a good quality lately?—Lately it has been so bad, I would not use it, if I could get other.

Do they make any copper bolts in India?—No, except it is the small rag bolts from the rods they send out from this country; they cut them into small rag bolts.

You get all kinds of ship chandlery from this country?—Yes; compasses, lanthorns, and things of that kind.

You have said, that the standing rigging is equal to three quarters of the whole of the rigging of the ship?—I am not exactly certain as to that; it may be less; but when I talk of the weight, I speak of Europe cordage, and the coire is so much lighter, that I do not suppose it is more than one-fourth of the weight.

Supposing the whole rigging made of the same materials, what proportion do you think the weight of the whole is to the standing rigging?—I should think the running rigging will be one-third of the weight of the other; but I cannot speak positively.

One-third of the weight of the other, or one-third of the whole rigging?—One-third of the whole rigging.

Do you speak from having overlooked the bills for the whole rigging of a ship, or from common report?—I take it merely from my own idea of the quantity that is wanted.

From a guess that you make, having been conversant in navigating that kind of ships?—Yes.

How many sets of running rigging will one set of standing rigging wear out?—That it is impossible to say.

The Committee apprehended you would be more competent to speak to that, as your business has been in navigating ships?—The standing rigging will stand for seven or eight or nine years.

How long will the running rigging last usually?—If she is employed at sea pretty constantly, the running rigging will wear out in one year or fifteen months, or according to the use that is made of it.

If the running rigging lasts only one year or fifteen months, and the standing rigging seven or eight years, it seems that one set of standing rigging ought to wear out four or five of running rigging; from your practice in navigating those ships do you think they bear that proportion to each other in wear?—In some parts of it, in other parts it will not; there are some such braces will not.

You are wished to speak generally of the whole of the running rigging, as you were examined generally before on the whole of the standing rigging?—Some parts of the running rigging will last for two years and more, probably.

Upon the whole then, as far as you have been able to observe, how many sets of running rigging would, in the usual way of wear, be worn out by one set of standing?—Three or four, probably.

Do you know any thing of an importation into the British part of India of copper from the island of Banca?—None; there is tin.

But not copper?—No.

There is no copper in Banca, is there?—No.

Henry Hall, Esq. Called in; and Examined by Mr. SPANKIE.

Henry Hall, Esq.

HAVE you commanded any ships built in India?—I did formerly.

How many years ago?—About two-and-twenty years ago.

Have you been in India ever since you discontinued commanding a ship?—Yes.

In what situation?—Deputy Master Attendant.

Ever since you left off commanding a ship?—Yes.

At what port?—At Madras.

Then

Then you are well acquainted with the nature of the teak-built ships?—In common with other seafaring men. *Henry Hall, Esq.*

What is your opinion of that class of ships?—That they are the best in Europe; they are the best ships that I ever had any thing to do with.

You have sailed in European and British-built ships also, I suppose?—I went out to India in one.

And from the comparison you have been able to make, that is your opinion?—It is.

Are there any ships built at Madras?—No, there are no ships built there.

Have you ever had any particular opportunities of witnessing the durability of teak-built ships, when put to stress of weather?—No; I cannot say that.

Do you remember any ships being driven on shore any where?—Yes; the Dover and Chichester; the Dover was an India-built ship, and the Chichester I believe a French-built ship.

Do you remember any thing particular about the circumstance of the Dover being driven ashore?—Yes, I remember it very well.

State that circumstance?—She was driven ashore in a severe gale of wind, in 1811.

Most of the other ships were driven to pieces, I believe, by the gale?—Yes, the Chichester particularly.

What happened to the Dover?—The Dover laid for several months in the surf at Madras, which is supposed to be the most violent surf in the world, perfectly entire.

She was at last blown up I believe, or got to pieces by artificial violence?—Carpenters were employed at a great expense in getting her to pieces; and if I remember right, at last they were obliged to blow her up with gunpowder.

Are you acquainted with the particulars of the outfit of those ships in India, whether it is generally of the materials of the country, or from Europe?—Partly from both.

With respect to the standing rigging, for instance?—Generally Europe.

Is that preferred, if it can be procured at a reasonable rate?—Aye, to be sure; Europe would be preferred, if it was not so expensive.

Can you state to us, what the comparative prices are of cordage made in the country, and cordage imported from Europe?—To the best of my belief, about 400 per cent.

Do you mean to say, that the cordage imported from Europe into India is 400 per cent. dearer than that made in India?—Than the coire rigging made in India.

Can you state what is the comparative price of the imported article, independent of the profit laid on by the Company, or do you state it, combining the two?—I state the prices at the Company's stores.

Committee.]—Do you know what the Company's rule is, in putting on a profit on the invoice price?—That varies.

Can you tell us last year, what were the comparative prices of Europe cordage, and Country cordage, of the same dimensions at Madras?—Coire is sold by the candy, and European cordage by the hundred weight.

What is the candy, and what is the hundred weight?—The candy is 500 pounds weight, and the hundred weight is one hundred and twelve pounds.

Can you tell the Committee what was the price last year of coire by the candy?—Twenty pagodas.

Can you tell us what was the price last year of European by the hundred?—I think eighteen pagodas.

Mr. Spankie.]—Then weight for weight, that would make Europe cordage about four times as dear as the other?—Yes; to the best of my recollection.

Can you tell us what proportion of European canvass is used in the outfit of country-built ships; does that depend upon its dearness also?—Yes, a good deal.

Can you tell us the comparative prices of the same quantity?—Yes, pretty nearly.

What is the price of European canvass, compared with the canvass made in the country?—I should think Europe canvass would sell for about fourteen pagodas, and the country canvass at about six.

Do you speak of the same quantity?—Yes; the bolt.

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And the bolt of each contains the same quantity?—Yes; as near as possible.

Do you know to what state of perfection the manufacture of canvass has been brought in the country?—Very great.

But still it is considered inferior to the European?—Europe canvass is always preferred if it can be got, particularly in the navy.

Can you tell us whether they manufacture iron, for the purposes of shipbuilding in India?—No; I never heard of iron being manufactured there.

That is all imported from England?—Yes.

And copper?—Yes.

Do you know of any iron or copper being imported into India for the purposes of shipbuilding, except from Europe?—The Americans bring out iron sometimes.

But I mean from any parts of the country itself?—No; I do not.

Do you know whether the Americans bring out canvass, or any other materials for shipbuilding?—Very trifling; spars sometimes, and tar.

Have you had any opportunity of being able to make a rough estimate of the comparative quantity of European and country articles, used in the outfit of a ship in India?—No.

Have you been at Bombay?—Many years ago.

Then you cannot tell us what the capacity of shipbuilding at Bombay is now?—No.

What means had they at Bombay of building ships when you were there?—I cannot tell; I was there very little.

[*Cross-examined by Mr. Harrison.*]

Have the manufacture of cordage and sails improved of late years in India?—At Bengal, the manufacture of canvass is very much improved.

And are they going on improving now?—When I came away they were.

Improving and extending in quantity?—Yes; I think they are all improving.

[*Examined by the Committee.*]

Do you know what duty marine stores are subject to upon their importation into India?—The same as all other stores, six per cent. at Madras.

You have said that European cordage is between four and five times dearer than Indian-made cordage?—Yes.

Do you think if that proportion of the prices of each should continue, that the Indian-built ships would not in a short time be wholly furnished with Indian-made cordage?—No; the English would always be preferred, if it could be got cheap, certainly.

You were asked, upon a supposition that the relative prices of the two fabrics should continue as they are now; then supposing them to continue so, is it not your opinion that ships built in India, would soon come to be wholly furnished with Indian cordage?—I still say they would prefer English-made cordage to Indian cordage.

At any relative prices between the two?—I cannot say that; that is in the breast of the purchaser.

Do you mean then to say, that at the present prices, that is to say, European-made cordage being four or five times dearer than India cordage, it is likely that ships now built in India would be furnished with Indian or with European cordage?—Yes, certainly; if they could afford it, I think the English would always have the preference.

Then you think that the difference of quality between the two fabrics, is greater than the difference of price?—I mean clearly to say the British is better and dearer.

On what account then, as the prices are so very different, do you think that the European-made cordage is cheaper than the Indian-made cordage?—I did not say it was cheaper, I have said it was dearer all along.

You have said that European-made cordage is four or five times dearer than India-made cordage?—Yes.

Do you mean that it costs four or five times as much money?—Yes.

Would you rather at those prices have European-made cordage than Indian-made cordage?—Yes; if I was going upon an arduous voyage; I think European cordage is much better; if I was going round the Cape of Good Hope, I would have

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have English; if I was going round the country, I would prefer India, as being cheaper, not as being better.

Do you think that India-made cordage is to be depended upon to carry a valuable ship from India to England, by the Cape of Good Hope?—I still say that English would be preferred for an arduous voyage, infinitely so.

Do you think that India-made cordage is to be depended upon to carry a valuable ship laden with a valuable cargo from India to England, round by the Cape of Good Hope?—Yes; I think Indian cordage might bring a ship home, if the weather was fine, and every thing was to be depended upon.

But you think it would be hazardous?—Aye; inasmuch as it is not so good as English, certainly.

Do you think the difference of quality between that and English-made cordage such, and its inferiority to English-made cordage so great, that you would not advise a valuable ship and cargo to be trusted under that, to pass from India to England?—No; not if English could be procured.

Have you known any India-built ships come to England, laden with cargoes on the part of the Company from India, furnished with India-made cordage?—In part, I have known them take supplies of cordage and canvass both.

What part?—The running rigging.

Have you known any accident happen to ships so furnished, which was attributed by you or others to that part of her cordage being of Indian manufacture and material?—No; I never had an opportunity of hearing; I have been in India for the greatest part of my life.

Have you ever known, whilst you were so in India, of an India-built ship being furnished, as to her running rigging, with cordage of India manufacture and material, go to England laden with a cargo on the part of the Company, and come back safely, with that running rigging still in use?—No; I never heard of it.

Do you know that that never is the case?—No; I do not know any thing on the subject at all.

You have said that the price of India canvass, compared with the price of the European canvass, is as six to fourteen?—About that.

You have said, that in Bengal the fabric of canvass is much improved, and still improving?—That is my information; I have heard so.

You do not speak that of your own knowledge?—No.

But as to the prices, you speak from your own knowledge?—Yes.

Do you think it likely, if those prices should continue, that India-built ships will soon come to be wholly furnished as to their sails, with Indian-made canvass?—I would not take upon myself to say that.

Do you think that Indian-made canvas, at the price of 6*l.* is equal to European-made canvas, at the price of 14*l.* for any quantity that would be worth that sum of money?—Yes, for that climate.

Do you think the Indian canvass unfit for a ship whose destination is from India to England?—I would prefer English, certainly.

On what account?—On account of its being better.

Do you think it is stronger at first?—Yes.

Do you think it wears stronger?—I have not had experience of that; I have heard so.

Would you advise against a ship being mounted with Indian-made canvass, as to her sails, whose destination was to sail from India to England?—I would advise Europe.

Notwithstanding the difference of the price being as six to fourteen?—I would advise it on every principle, being better, and more durable, and safe.

Notwithstanding your knowledge of the difference of the price of the articles, the one being to the other as six is to fourteen?—Yes; I should conceive it safer.

The price you have stated, of European cordage at Madras, includes a pretty large profit to the Company?—A profit of fifty per cent.

A profit of fifty per cent. upon the invoice price?—Yes.

The Company have the exclusive sale of European stores at Madras?—No, not the exclusive sale; it is free to all persons.

You spoke of the ship Dover, do you remember that ship formerly?—Yes.

Where was she built?—At Bombay.

In what year?—She was lanched in 1791, to the best of my recollection.

And she was lost, how soon?—On the 29th of April 1811.

Henry Hall, Esq.

Then she was twenty years old at the time she was lost?—Yes.

And a very strong ship at that time?—Yes.

Do you recollect her name before she was sold to His Majesty?—Yes; The Carron.

Mr. *William Stovald* Called in; and Examined by Mr. GRANT.

Mr. William Stovald.

WHAT trade are you?—A timber merchant.

Have you had any transactions as a timber merchant, with the builders of ships?—Yes.

Where?—At Whitby, Sunderland, Shields, Newcastle, Blythe, Berwick-upon-Tweed, Aberdeen, Leith, and other northern ports.

Have you supplied any large quantities of timber to the builders in the north of England?—Yes.

Can you state, to what extent may be the amount of your business annually in a general way; how much do you buy or sell?—I should think I sell eight or ten thousand loads in a year.

Have you seen any considerable falls of timber of late years?—Yes.

In the falls that you have seen, can you state what the proportion has been of large timber beyond sixty feet metings?—I do not think it is more than one-fourth; I do not think there has been that; I do not think it will reach a fourth, but not more.

Are your answers applicable to your own dealing?—Yes.

The timber you have dealt in, has not been large timber, above the proportion you have stated?—No.

Have you seen any falls of timber in the home counties of late years?—Yes.

Can you say at all generally what has been the proportion of very large timber out of these falls?—No, I do not know that I can.

Has there been a good deal of middle-sized timber?—Yes, and a good deal of large.

Can you state at all whether the proportion of middle-sized timber or large timber has been the greatest?—I cannot say.

Are you acquainted with the timber estates in the home counties?—I have been in the western parts of Sussex; I am not much acquainted with the eastern parts; and I have been in parts of Hampshire.

In what parts have you been chiefly accustomed to obtain your supplies of timber?—Sussex and Hampshire I have had a great deal from.

Have you been in Surrey?—Yes.

Have you made any considerable purchases of timber this year?—Yes.

Very considerable?—Yes.

Have the prices at which you have purchased this year fallen, compared with what you purchased at last year?—A little lower than last year's prices.

Has the demand for timber from the north fallen off?—A little matter, it is a little slacker.

Within what time?—Since we have had now a peace they are slack of buying; we receive very few orders.

You mean to say within the last few months?—Yes.

Within the last two or three months?—Yes.

Only since there was a talk of peace?—Yes.

Up to the time at which there was a talk of peace the demand had not fallen off?—No.

How has the demand for timber in the north been of late years, compared with former years?—The smaller timber has been rather more in demand than the large.

What do you mean by smaller timber?—The smaller metings that will not do for navy timber.

Do you mean that there has been a demand for such timber as would serve for the purposes of building smaller vessels than are required in the navy?—There has been more demand for smaller timber of late years than there was formerly.

By smaller timber do you mean timber fit for the purposes of building ships, but yet not for building ships of war?—Yes.

Then am I to understand that for that species of timber there has been an increased demand in the north of late years, as compared with preceding years?—Yes, for small ships.

Have you always found the demand very considerable, from the northern ports, for timber of the description you have mentioned?—There is not so much demand now as there was three years ago. *Mr. William Stovald.*

You say that since the talk of Peace, the demand has fallen off?—Yes.

But, leaving out that slackness occasioned by that circumstance, I understand you to state, that the demand of late years has been greater than of former years, for the smaller timber?—Yes, but not so much for the large.

Do you know any reason why the demand has increased for smaller timber, as compared with the larger?—There have been more ships built for the coasting trade or coal trade.

Can you state, whether there has been a considerable consumption of large timber in the home counties of late years?—The Duke of Richmond has not so much as he formerly had.

Any other that you wish to mention?—William Stephen Poyntz, Esq. those are in Sussex.

Mention any other?—Lord Egremont, Sir Cecil Bishopp, John Sergeant, Esq. and there may be a few others.

Are those the estates you are principally acquainted with in Sussex?—Yes.

Am I to understand, that in those estates there is less large timber standing than there was some years ago?—Yes.

Do you know any estates of which you can say the same thing, in Hampshire?—Yes.

Mention any that occur to you?—Sir William Oglander's, Mr. Thomas Thistlethwaite, Colonel Fleming, and a few others I do not know particularly.

Can you mention any names in Herefordshire?—Yes; Sir George Cornwall, Lady Bolton; Lord Selsey had estates there, but he has sold them; I know those estates; there is the Whitehouse estates, and there are a few others; Mr. Shifner's is an estate where I have bought timber that is chiefly cut, he has sold the estate.

Speaking of timber of seventy or eighty feet metings, has it declined as compared with the quantity eight or ten years ago?—Yes; and there are more estates there on which the quantity of timber has declined; I have an agent down there, so that I do not know many of the estates. I know there is a great deal of timber in that country, though not so much as there was years ago.

Do you attribute the decline of the quantity of timber, in the parts which you have mentioned, to the very large demand for timber which there has been of late years; has there been a great demand for timber of late years?—Yes, more than there usually has been.

Do you mean to say there has been an increased demand of late years?—Yes.

Have the dealings of timber merchants in general increased in quantity?—I can hardly say that, some have and some have not.

However, there has been a greater demand for timber of late years, I understood you to say, than there was in years preceding?—Yes.

Can you state at all whether the price of timber or thick stuff or plank, has increased or declined in the northern ports?—It is lately declined.

How lately is it declined?—It declined last year, about twelve months ago, ten or fifteen shillings a load.

Has the prospect of Peace had any effect upon it?—Yes; it is on the decline.

Has the sale of the timber in the northern ports been pretty brisk of late?—The markets are flat now.

I am not speaking of the flatness you state to be produced by the Peace; has there been previous to that, a tolerable brisk sale of late?—No; there has been a decline for more than twelve months.

To what do you ascribe that?—It must be owing to trade.

Generally speaking, as the quantity of large timber has declined, which you have before stated, has there been an increased difficulty in procuring timber from the timber merchant?—No.

Have you discovered any parts of the country in which you have found timber, which did not use before to be brought to market?—No; I do not know.

Am I to understand that you do not know of any new parts of the country, in which timber has been discovered for the use of the market?—It has not been in my connections, it might be in some other counties.

It might have been in other counties?—Yes.

You speak only of counties which you know?—Yes.

Mr. William Stovald.

And in those counties the quantity of timber has declined; but no new sources of supply have been discovered?—Yes.

[*Cross-examined by Mr. Harrison.*]

How many years ago is it since you began to be engaged in the timber trade?—About twenty years or thereabouts.

What business were you in before the timber trade?—I was a farmer first, and then I took first to buying underwood copses, and then I bought timber afterwards.

And your business, I believe, has kept increasing ever since you began?—Yes; ever since I began.

I want a little to know what your course of trade is; you have given us a number of northern ports that you supply; I believe the coal vessels carry back to the north, timber as a return cargo?—Yes.

How many ships did you load last year in that way, to carry timber to the north?—I cannot say.

As many as five-and-twenty?—More than five-and-twenty; I am sending down five-and-twenty cargoes now.

You have told us, you are acquainted with the western parts of Sussex, and certain parts of Hampshire?—Yes.

You are acquainted with those, I suppose, from having principally bought your timber there?—Yes.

Do you generally buy your timber as near as you can to the sea coasts?—It makes no difference to me; I buy it where I can get it worth my money.

But, I suppose, with a view to shipping it, you buy it as near the coast as you can meet with it?—Yes; my connections are generally near home.

Where do you live?—At Petworth.

When you buy a stock of timber, you send the smaller part of it into the north, for building the smaller vessels?—Yes.

To whom do you sell the large timber you purchase?—To Mr. Larkin's house.

What quantity have you sold them within the last year?—Above 1,500 loads.

Did that 1,500 loads come out of your general purchase?—Yes.

You put aside 1,500 loads for them, which was the large timber, and the smaller sort you sent into the north?—Yes; but I sold some more large timber to Mr. Boucher, of Chepstow.

What quantity did you sell to him?—I suppose about a thousand loads he had; the year before that I think Mr. Boucher had 1,500 loads.

And the year before how many loads had Messrs. Larkins & Morris?—Not so much.

The year before that how much had they?—About eight or nine hundred loads.

Have you supplied Mr. Boucher for more than one year?—About two years.

Have you been employed by Mr. Larkin, and Mr. Morris, and Mr. Boucher, to purchase timber for them; or have you only sold them the large timber you did not want to supply your northern customers?—What I bought, I bought wholly on my own account, and sold it to them afterwards.

You buy a lot, and send to your northern customers what suits their market, that is of a smaller size, and the larger part you send to Messrs. Larkins & Morris, and Mr. Boucher?—Yes.

And have you bought a good deal in your own neighbourhood of Sussex and Hampshire?—Yes; and what I buy in Sussex, and Hampshire and Surrey, I sell to Mr. Larkin; and what I buy in the west country, I sell to Mr. Boucher.

I think you told me, that speaking in round numbers, you calculated your quantity about eight or ten thousand loads a year?—Yes.

Has that been your quantity annually?—No; the year before I had not so much; I think these last two years I bought as much as I bought in the three preceding years.

How many years have you been in the habit of supplying Messrs. Larkins & Morris?—Three years I think; three or four years.

Do you buy occasionally at auctions?—Yes.

Is there a great competition at those auctions?—No; I think not so much as there used to be.

There used to be a good many bidders?—More than there are now.

How long is it since the biddings at auctions became a little slacker?—These two years.

I am

Mr. William Stovald.

I am not quite sure whether I understand one of your answers with respect to the northern ports, whether the business had been slack for twelve months or for the last three years?—It has been slack for more than a twelvemonth, nearly two years.

You have enumerated Sir William Oglander's estates, are his woods in the Isle of Wight?—Yes.

Near Ryde, in the Isle of Wight?—Yes, near Brading.

Has he cut down those woods, or only thinned them out?—He has cleared some; I should think he has cut a hundred thousand pounds worth of timber within the last seven years.

But has not he a considerable quantity of timber left?—He has a considerable quantity, but not a great deal of large naval timber.

Has not he still a large quantity of naval oak standing near Brading?—Yes, he has a considerable quantity of oak timber standing.

Of thirty, forty, and fifty years old?—Yes.

Oak timber, that will in no very great number of years come into cutting again?—Yes; but the timber in the Isle of Wight grows very slow; he has in some places thinned them, and in some places he has cut them all down.

But what I want to ask is this, whether, where a certain proportion of timber has arrived at its full growth in the same wood, and other parts were in an improving state, has he done more than cut that which was fit to cut?—Yes.

Has he cut in any places a whole wood, but where it was in a state to want cutting?—All he cut I think wanted cutting, it did not grow to pay for standing.

And he has a considerable quantity still remaining, of thirty, forty, and fifty years, coming in succession to a state of cutting?—Yes, he has considerable large timber about his park now.

Committee.]—That is ornamental timber?—Yes.

Mr. Harrison.]—He did not destroy any of that ornamental timber?—No.

You have stated a number of places, the Duke of Richmond's, Mr. Poyntz's, Lord Egmont's, Sir Cecil Bishopp's, and Mr. Serjeant's; you say they had not got so much as they had formerly?—No.

But have a quantity still remaining of timber, which will come into cutting in succession?—Yes.

Is that the same with Mr. Thistlethwaite, Colonel Fleming, Sir George Cornwall, and Lady Bolton; have they also got timber in a state that will be fit to cut by and by?—Yes.

Have the majority of the persons whose names you have mentioned, done more than cut the timber that had arrived at a proper state for cutting, and preserved the timber in an improving state, with a view to go on cutting?—Some have done it to improve their estates, and some of them have cut growing timber.

Do you know the estates of Sir John Barrington?—No.

Sir Wm. Heathcote?—Yes.

Has he got timber?—Yes; I bought about 8,000 *l.* worth of him this year.

Do you know Sir Edward Hulse's property?—No.

Sir Thomas Baring's?—No.

Lord Portsmouth's?—I believe he has cut his wood.

Do you know his estates?—No.

Lord Stawell's?—I think he has cut his rather bare.

Do you know his woods or estates?—Yes; I know several of them.

Of your own personal knowledge?—Personally.

Do you mean to say, he has not a great deal of fine timber still remaining to cut?—Yes; but he has cut it faster than I think it grows.

Has not he still a great quantity of very fine timber ready to cut?—Yes.

Lady Mildmay's?—I do not know any thing of that estate.

Sir Thomas Miller's?—He has some good timber.

Mr. Chute's?—I believe he has.

Sir Harry Peyton's?—I cannot speak to his.

Mr. Way's?—He has thinned his at Stanstead Park.

Has not the Duke of Richmond still a good quantity to cut?—Yes.

Lord Egremont has still a good quantity to cut?—Yes; he has a good deal.

Of old timber?—Ornamental timber in parks.

Mr. William Stovald.

Has he any timber of a good size, not ornamental timber?—But little fit for the navy.

But has he a considerable quantity of improving timber?—Yes; a good deal.

Do you know Lord Spencer's property near Midhurst?—Yes; his estates are improving, but he has not much large timber.

Has he a considerable quantity of timber that will be fit to cut in succession in a few years?—Yes.

Do you know Mr. Twyford's?—Yes.

Lord Newburgh's; do you know his?—Yes.

Sir Henry Featherstonehaugh's?—Yes.

Have those three I have mentioned last, a considerable quantity of timber?—Yes, according to the number of acres of land they have.

Is any part of the timber they have cut, good sized timber?—Lord Newburgh and Mr. Twyford have not much large timber.

Do you know their estates of your own knowledge?—Yes.

You have been a considerable dealer, we find, by the quantity you buy; have you ever found any difficulty in purchasing the quantity of timber you have wanted?—No.

Are you one of the gentlemen that apprehend any scarcity of timber, either for the navy or for the merchant service?—I do not think there is.

Do you think there will be a scarcity?—It depends on circumstances.

You say there is no present scarcity of timber for either the merchant or naval service?—No.

Do you think that the timber, in an improving and growing state, with the care that has been taken of it of late years, is equal to the supply of the demand?—Yes.

Have you been obliged, with a view to the quantities you have purchased, to go out of your general and ordinary connections?—No.

Then I am to understand, that within your own connection, as a timber dealer, and confined to the spots you have described, you have always been able to get a sufficient supply?—Yes.

And could you not go on getting a supply in the same way?—If the demand is as it is now, I could in the same way.

Then am I right in supposing, that without any new discoveries, there is plenty of timber in the country?—Yes.

Both for present use and for future use?—Yes; if there is no greater demand than at present.

[*Re-examined by Mr. Grant.*]

You have stated that there were more bidders formerly at auctions for the sale of timber, than there have been within these two years past?—Yes.

Has the demand generally for timber been any slacker within these two years than before?—Yes; owing to so many ships not being to be built.

The price has fallen I believe a little?—Yes.

Do you believe that the cause of the fall in the price, has been that slackness of demand of which you have spoken?—That has been the cause.

I understood you to say, that the fall in the price within the last two or three years, has taken place in consequence of some fall in the demand?—There not being so much demand.

Then you ascribe it not to the increase of the supply, but to the fall in the demand?—Yes.

You have spoken of the woods of Sir William Oglander, and you state that those trees which he has taken out, were such as would not pay for the standing?—Yes.

But that there are still left trees of thirty, forty or fifty years growth?—Yes.

Have you made any calculation at any time, at what age, in the average, it is worth while to cut down an oak tree?—No, I cannot say; this is a business that never concerned me; I cannot say.

But when you say he has cut down only such trees as would not pay for standing, have you a notion generally of the age of the trees which have been cut down?—No.

Then on what do you ground that statement, that he has cut down only such trees as would not pay for standing?—By a dead top, and losing the branches.

I understood

Mr. William Stovald.

I understood you to say, that the trees that Sir William Oglander has cut down, are not all fit for navy timber?—No.

Do you mean to say, that a tree is often worth cutting down before it becomes large enough for navy timber?—A great many trees will not grow to be fit for navy timber; they will not get big enough.

Is that the case more upon some soils than upon others?—Yes.

Then am I to understand, that it is possible that there should be a very large fall of timber which will not pay for standing, and still that such fall shall not yield any great supply to the navy?—Yes.

You have spoken of a number of other estates, on which you say there is a great deal of timber standing?—Yes.

I understood you to say, that the greater part of that was not large timber fit for naval building?—A great deal of it is not large; there is a great deal small: I do not think there is so much large as there was some years ago on the estates I have named.

And we are to understand, that upon the estates you have named there has been a decline of navy timber?—Yes.

Do you ascribe that decline to the great demand for timber of late years for the purposes of shipbuilding?—Yes.

Has it declined as the demand has increased pretty much?—Yes.

Should the demand go on in the same proportion, would it go on declining in the same degree?—Yes, I think so.

Then though you think you could now command a considerable quantity of timber, I understand you to say, that if the demand should go on, in future years there must be a decline of the quantity?—I consider there is timber enough for the supply, if people were inclined to sell at the present price, and a supply for the future, of middle-sized timber.

The demand has in fact diminished the quantity, you say, of large timber?—I think there is not so much navy timber as there was ten years ago, still I think there is enough for the navy and the coasting trade, at the present demand.

Do you happen to know what is the annual consumption of timber for building for the navy?—No, I cannot say.

Have you any idea?—No, I cannot say.

Have you the remotest conception?—No, I cannot say.

Then I will not ask you whether there is likely to be a supply for building for the navy, since you state you do not know what the quantity wanted for the navy is; but I only ask you whether the quantity of large timber for building for the navy has not declined?—Yes, it has.

[*Examined by the Committee.*]

When you make enquiries after lots of timber to be sold, do you seek principally after lots of a size fit for the building of coasting vessels?—When I buy lots, there are some pieces for small vessels and some for large; there are all sizes.

Which size do you seek for most?—That which I get most profit by.

Which is that?—It makes no difference to me which I buy, if I can buy it worth my money.

How has it happened of late years; has your expectation of the profit to be made led you to seek after timber of a size fit to build small coasting vessels, or after timber of a size fit to build large ships?—Not in particular large or small.

Then of late years you have sought after both kinds, to purchase them nearly in equal quantities?—No, just as the offers come; I buy upon estates by private contract; I have offers from gentlemen where I buy constant, and sometimes they have larger timber and sometimes smaller.

You were understood to say, that in seeking after lots of timber, or in accepting offers of lots of timber, you were governed as to the kind of timber which you should purchase, great or small, by the expectation of the greater or smaller profit to be made on the one kind or the other?—I never considered there was any difference, but that it would depend upon the price at which you could buy either; I often buy small timber at a better profit than I do large, and sometimes large at a better profit than small.

And the result of your dealing for the last few years has been, that you have purchased nearly an equal quantity of each?—No; more small, three-fourths of it has been small.

Mr. William Stovald.

And the result of your dealing for the last few years has been, that you have made nearly as much profit upon small as you have upon large?—Yes.

You stated, you thought the supply would be equal to the demand in future years, as well as at present; do you mean the demand at the present moment, or the full demand in the time of war?—The demand at the present moment has a very good supply.

Then you mean the reduced demand at the present moment?—There is a slack demand at the present moment; there is timber enough of middle size to go into market I think, and rather more.

Do you know how much has been wanted during the last five or six years?—No, I cannot say.

You have stated, you think there will be enough for the navy and the coasting trade?—Yes.

You do not mean to say, that they are the only purposes for which oak is employed?—There is enough for all purposes.

Do you know of the general demand for all purposes?—No.

And yet you are quite sure there is enough for them?—No; I will not say I am quite sure of it; that is my opinion, to the best of my knowledge.

You have talked of trees paying for standing; what do you mean by trees paying for standing?—They will not pay interest of money.

Do you know any trees that would?—No; I do not know that I do, I think some may.

Upon what calculation of interest?—I am unacquainted with this subject; I never made any calculation, but it strikes me some trees do pay.

What is the reason that oak is supplied to Sunderland, and the northern ports, from the coast of Sussex; can they get none nearer?—There is but little in that country; the counties produce but little.

Did you supply the oak for the building at Sunderland, during the year 1813?—Yes.

Did you supply a greater quantity in that year, than you have usually supplied?—Yes.

How much more?—I suppose three thousand loads.

Then probably you know, that during the year 1813, the building at Sunderland was almost double?—No; there were more ships building in 1811 I think; there were fifty ships then building there.

The quantity you sent in the year 1813 to Sunderland, was greater than you sent for any number of years before?—Yes, but the demand was not so much; I have dealt largely, but the general demand was not so large; I was obliged to find a market.

[The following PAPERS were read:]

(88.)—Letter from the Earl of St. Vincent to the Chairman and Deputy Chairman of The East India Company; 31 March 1802:—On limiting the Tonnage of their Shipping; and annually building a Ship of Teak wood in India.

(89.)—Return to an Order *for* an Account of all the Machinery sent from Great Britain to India, since 1780, for the manufacture of Ropes, Cordage and other Naval Stores.

PAPERS.

—(88.)—

Copy of a LETTER from the Earl of St. Vincent, addressed to the Chairman and Deputy Chairman of the East India Company; dated Admiralty Office, the 31st March 1802.

GENTLEMEN,

FROM the reports which have been made by the Navy Board, of the quantity of Timber now in store in His Majesty's Dock Yards, and of the difficulty which is likely to be felt in obtaining the necessary supplies, it appears to be highly expedient, that care should be taken for preserving all the Timber of large dimensions now in this country, for the service of the Navy, and consequently to limit the tonnage of any Ships which may in future be built for the service of the East India Company;—I am therefore desirous of being furnished with your opinion, before I take any further step in consequence of the Navy Board's representation, of the tonnage to which your ships may be limited, without material prejudice to the Company's interests.

According to the idea I have formed upon the subject, I am disposed to think, that the burthen of the largest ships ought not to exceed 800 tons.

I take this occasion of acquainting you, that it would, in my opinion, be highly beneficial to His Majesty's service, if the Company would undertake to build a ship of the line and a frigate annually, at Bombay, of the Teak timber, which, from all the accounts hitherto received, appears to be extremely durable; and, if you see no objection to the measure, I shall be glad if you will favour me with your sentiments thereupon, stating at the same time, under what regulations and conditions, the plan could be carried into execution.

I am, &c.

(Signed) ST. VINCENT.

—(89.)—

RETURN to the Order of the Select Committee of the Honourable House of Commons on East India Shipping, requiring an Account of all the Machinery sent from Great Britain, by or under the orders or permission of the East India Company, since the 1st day of January 1780; for the manufacture of Ropes, Cordage, and other Naval Stores.

THE Records of the East India Company from the 1st January 1780 have been searched, but it cannot be discovered that any Machinery for the manufacture of Ropes, Cordage, and other Naval Stores, have been shipped for India during that period.

XVII.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Martis, 7° *die Junij*, 1814 - - - - - p. 499

Mr. Benjamin Ramage.

Mercurii, 8° *die Junij*, 1814 - - - - p. 509

William Dennison, esq.
Henry Hall, esq. - - - - p. 514
Mr. William Stovald. - - p. 518

PAPERS - - p. 525;—viz.

(88.)—Letter from the Earl of St. Vincent to the East India Company, 31 March 1802; on limiting the Tonnage of their Shipping, and annually building a Ship of Teak wood, in India.

(89.)—Return to an Order, *for* an Account of all the Machinery sent from Great Britain to India, since 1780, for the Manufacture of Ropes, Cordage, and other Naval Stores.

Ordered, by The House of Commons, *to be printed,*
13 *June* 1814.

XVIII.

Select Committee on East India-built Shipping.

Veneris, 10° *die Junii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *John Forbes Mitchell*, Called in; and Examined by Mr. GRANT.

Mr. John F. Mitchell.

YOU are, I believe, a partner in a house of agency at Bombay?—I am.

In what house are you a partner in Bombay?—Bruce, Fawcett and Company.

How long have you been a partner in that house?—Between five and six years in that house.

Committee.]—How long have you been in trade in India?—About ten years.

Mr. Grant.]—In that situation, you have doubtless considered in what manner the produce of India can best be brought to the ports of this country?—I have.

Can you state what, if any advantage there is, in having India-built vessels in carrying the trade of India to this country?—I consider generally, that the merchants of India will always be able to send home the raw produce of India, or the produce generally of India, with the greatest convenience in their own shipping, and consequently at the cheapest rate.

What circumstances constitute the convenience of sending home the produce of India in their own shipping?—They are obliged to collect their cargoes from various parts, and having the vessel at command immediately is a great convenience; if they had to wait for a ship to come out from England they might be disappointed of the vessel, and might lose the market.

Considering the mutual demands of India and of this country, and the produce of the two countries, which of the countries should you conceive to be the exporting country, if either; or do you conceive that the produce of the two countries is in mutually equal demand between them?—India will certainly be the exporting country in the greater degree.

Do you imagine that the produce of this country is likely to be in such demand in India, as the produce of India is likely to be in this country?—Certainly not.

On what do you found that opinion?—The produce of India is required for the whole of Europe; it is brought to this country, and sold again for the supply of the whole of Europe; the whole produce of India in fact is in demand in this market, and it is not so with the produce of this country generally in India.

Do you judge at all from the state of the population in India, whether from their manners, or their climate, or any other circumstances which give a colour to their wants?—Certainly; the same number of people in Europe would take off a greater quantity of the produce of this country; the natives of India do not take off so much of the manufactures of this country, as the natives of an European country would.

Am I to understand, that in your view of the subject, the trade which is to subsist between the two countries, must be carried on in part by an export of money from this country, and by the importation in return of raw materials from India?—No; I doubt very much whether the trade of India will ever be carried on by the exportation of bullion from this country; I do not think the trade of India could afford to pay the expense of sending out bullion to India for the purchase of cargoes; I think rather it will be limited more to the remittance of the fortunes accumulated in India to this country.

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We are to understand you, that the manner in which the produce of India is to come to this country, is chiefly in the way of remittance of fortunes accumulated by subjects of this country residing in that part?—Yes; it may be occasionally otherwise from particular circumstances.

Upon the whole, are you of opinion that the trade will consist chiefly in an export trade from India to this country?—Yes.

Did I understand you to say, that owing to that circumstance, it is a great advantage to the merchant in India, to have his ship built in that country?—Yes.

Do you know whether it would be an advantage, in point of expense, to employ an India-built vessel, or to wait for tonnage from this country?—The uncertainty that attends the waiting for tonnage that is sent from this country, may be destructive to the trade altogether; it is impossible to say how much it might injure it; it might ruin it altogether; that was the case in a great degree with the old system, on which the Company furnished the country with extra ships, against which there were so many complaints made.

What was the nature of those complaints?—Disappointment of the period of arrival, and high freights.

Can you state, whether the goods which have been imported from India lately, in the way of private trade, have been of such a quality as to bear an expensive freight?—Certainly; the freights that the Company have been in the habit of charging upon their ships, no doubt prevented the sending home gruff goods, which otherwise would have been sent, and which might have been sent in the native ships of India.

Have you any doubt of that fact?—No doubt whatever.

Committee.]—What sort of goods?—Raw cotton, pepper, and various other articles, rough piece goods, hemp, and other things.

Mr. Grant.]—You have stated, that the Company charge the high freights; do you conceive that the same inconvenience would attend private shipping sent in the first instance from this country?—Yes; I conceive that any obstruction to the free employment of India shipping in that trade, would have the effect of creating a kind of monopoly in favour of those English ships that went to India, and that the merchants of India would be left entirely at the mercy of those vessels; in fact, I should think they would be placed, in all probability, in a worse situation than they were under the old system of the Company's extra ships.

You are aware, I presume, that the Company are not to send out any more extra ships?—Yes.

Do you believe then, that by the exclusion of India-built shipping, the private merchant in India would be placed in a worse situation than he has been at any former period?—Most certainly I do; I think, from the circumstance just mentioned, that the freight might be raised in an unnatural degree upon the Indian merchant, and that would of course enhance the price of the raw material to the manufacturers of this country.

Might not that circumstance prevent the raw material being brought altogether?—Certainly, it would; if India was to find tonnage entirely from this country, supposing any extra demand for tonnage in England, India might be left without any tonnage at all; she might have no means of sending home her produce.

You mean demand for shipping for the trade of Europe?—Yes; and supposing the India vessels to be excluded.

When you say that a virtual monopoly might be created in favour of English-built shipping, do you mean to imply, that the number of vessels which would find it worth while to go to India from this country, would be limited?—I think it would.

Committee.]—What do you mean by limited?—I mean very few in number.

Mr. Grant.]—Do you mean that circumstances in the nature of the trade, would prevent more from going out?—Certainly; no man could send a ship to India from this country, without he knew he could get a cargo, and it is almost impossible to know whether he can get a cargo or not.

Are we to understand, that in your opinion, the outward voyage is of little value, and that the principal return must be expected from the homeward voyage?—Yes; I know, in India we consider, that unless the ship earns a freight on the voyage home, sufficient to pay all expenses, it is not an adventure worth undertaking.

Committee.]

Committee.]—By all expenses, you mean out and home?—Yes.

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Mr. Grant.]—You have spoken of raw cotton and pepper; are those articles which will bear the expense of a high freight?—No, I certainly think not.

Committee.]—You speak of the trade from the Bombay side of India?—Yes, I do.

Not of the Bengal side?—Not of the Bengal side.

Mr. Grant.]—Supposing the India-built ship, considered for the whole of its natural life, not merely therefore with respect to its first building and outfit, but with respect to repairs, to be a cheaper article than a British-built ship, should you conceive that to be an advantage in the importation of raw materials from India?—I believe that the the chief difference in value, between an English ship and an Indian ship, is on the score of durability; and as a merchant, I of course would prefer sending my cargo in the ship that would be likely to keep it safest, which would be the Indian ship.

Are we to understand, that in your judgment the advantage of having a ship of such durable structure is very valuable?—Undoubtedly; it prevents delay in repairs.

Committee.]—And expense in repairs?—Yes; it makes a great difference in repairs. I have no doubt that a merchant of England sending an English ship to India, will find the expense of repairs very heavy; and the difference will constitute the great superiority on the part of the India ship, which will all ultimately fall upon the manufacturers of this country.

Supposing an Indian-built ship, navigated by English seamen, how would it be in point of cheapness, compared with an English-built ship navigated by British seamen, supposing in both cases, the ships to be employed in the trade of India?—I cannot speak with positive certainty on that point; but my impression rather leads me to think, that navigating by English seamen would be cheaper than navigating by the natives of India; you would require much fewer of them; you are not obliged to keep them during the time your ships are in harbour, and the cloathing of Indian seamen is very expensive coming to this country.

Committee.]—Do you speak of a ship sailing from England to India, and back again?—Yes.

Mr. Grant.]—Then, when you before stated the advantages of using the Indian-built ship, did you take into your account that it might have to be navigated by British seamen?—Yes; I contemplated that it would be navigated partly by British seamen, and partly by natives.

It would have a complement of British seamen?—Yes.

Would it, upon the whole, be a great advantage to use an Indian-built ship, navigated by a complement of British seamen, in importing the raw material to this country; would not the Indian-built ship afford to bring the raw material home at the cheapest rate of freight?—I have no doubt that, generally speaking, the Indian built ship navigated by British seamen, would be found to convey the produce of India to this country, in the most advantageous and cheap manner in which it can be conveyed.

Supposing India-built shipping to be excluded from the ports of this country, do you conceive that any, and what, effect would be produced upon the trade of continental Europe, or America with India?—Supposing our India shipping to be excluded from the ports of this country, I certainly think they would be forced into foreign hands; the foreigners would purchase them, and bring home the raw produce of India to Europe; I do not know that that would be the case with the Americans, for, I believe, they build very cheap, and sail very cheap, but I should think that the northern States of Europe, would find it their advantage to employ teak ships from their durability.

Committee.]—Would not the Portuguese find it their advantage, in the same way?—Yes; the Spaniards, the French, the States of the Mediterranean, Leghorn, and the Levant.

Mr. Grant.]—Do you conceive, that foreigners will find an advantage in employing India-built shipping, for the purpose of importing gruff goods into continental Europe?—Certainly, I do conceive foreigners would find it their advantage;

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it is a great recommendation to a foreigner, to have a ship that does not require repair.

If India-built shipping should be excluded from this country, are you of opinion, that any great quantity of the raw produce of India will find its way to England?—No; I certainly think the quantity of the produce of India, that would be sent to England under such circumstances, would be very much less than it would be, if Indian ships were permitted to bring it.

Which, if either, would be the greater advantage to India, to have its raw produce exportable to this country, or to the continent of Europe?—There can be no doubt it would be the greatest injury to exclude the India ships; it might force the trade into unnatural channels, and it might reduce the cultivation; supposing hereafter another war should occur with America, India might no longer be able to furnish you with cotton, if any obstructions are now imposed upon her.

My question was, would there be any difference, in point of advantage, to India, whether her raw produce was to be brought to this country, or to the continent of Europe?—Then I misunderstood your question. I think it would be rather to the advantage of India, that she should be at perfect liberty to export to this country, and then she would not be compelled to resort to other channels, which are always attended with additional expense; I think a free state of the trade would be most beneficial to India and to England; in speaking of India, I of course mean, that it would be most beneficial to the Government of India, as well as to the trade.

Would the advantages of having the shipping of India purchased by foreigners, and the raw produce of India brought home in that shipping to foreign ports, compensate for the loss of a free admission of India shipping into the trade of this country?—No, I do not think it would; but still I think the injury would fall much greater upon the revenues of India than it would perhaps upon the private merchants.

Committee.]—What do you take to be the greatest market in the world for the raw materials of India?—The great market for the cotton of India, for some time past, probably may be said to have been China; but the commerce of China has very much fallen off, from the effects of the Company's monopoly; and as that commerce has fallen off, the market from England has risen in the estimation of the merchants of India.

Is the English market considered by the Indian merchants as the great European market for gruff goods?—Certainly.

Mr. Grant.]—Do you mean to imply, that the loss of that market would be a great disadvantage to the merchants of India?—A very great disadvantage to the merchants of India, and a very great disadvantage to the revenues of India.

Committee.]—And to the cultivators of India?—Yes, to the country itself.

Mr. Grant.]—Supposing the free admission of Indian-built shipping into the trade with this country, is it your judgment, that foreigners would be able by any advantages whatever, to divert any great part of the import trade from India in raw material to the continent of Europe?—No; I do not think that foreigners would succeed in diverting the trade; I rather think that the whole trade of India, if freedom is permitted, will centre in the native ships of that country, and that this country will therefore be the grand depôt for the supply of Europe.

Then do you think that our security against the competition of foreigners in that trade, depends on the free admission of India-built shipping into the commercial intercourse of this country?—I certainly do.

Can you state, as a matter of fact, whether the late failure of which you spoke, in the Chinese demand for cotton, has operated as an inducement to import cotton into this country, in any degree?—For some years past, the demand in China has been so very much reduced, and the price so low, that it has been a difficult matter to get rid of the cotton produced in the Guzerat; and if the merchants of India had been at liberty to send home their own shipping, I have no doubt that they might have been able to have supplied this market upon terms that would have undersold the Americans; I should think they might have sent home their cotton, and sold it here for ten-pence, eleven-pence, or a shilling a pound, if they had been at liberty to send home their own ships.

Committee.]—Do you mean, that cotton of the same quality would have been imported here as cheap as the American cotton?—I have understood, that the superior kind of Surat cotton, which is generally sent to this country, is very little inferior

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inferior in quality to what is called the Bowed Georgius; and I should think, that the merchants of India, in ordinary times, could furnish such cotton at the prices I have mentioned.

Have you a knowledge of cotton?—I have of Surat cotton.

Do you know that there is such an article as Sea Island cotton from America?—Yes.

Do you think it is possible to send us cotton of equal quality from the East Indies?—I believe that the Sea Island cotton is remarkably fine; I believe it is very little inferior to the Bourbon; I have no doubt that Guzerat is capable of producing as fine cotton as any that is produced in the world, with proper encouragement.

And to any extent?—And to as great an extent as this country can require; the entire source of the present inferiority of the Surat cotton, is neglecting its cultivation, and in the manner in which it is reaped or gathered; I was myself in the habit in India, of selecting from large quantities of what we purchased, the very finest pickings of the various bales, which were nothing more than the first gleanings from the bud, and that cotton when sent to this country, sold always, I think, fifty per cent. above the common Surat cotton sent to Europe; the name that that cotton goes by in India is Toomalee.

It is a long staple cotton?—It is the same cotton exactly as the other, only picked in the first instance, and before the seed is mixed with it; the great error of the Indian cultivation is, that they will suffer the pod to get quite hard before they remove the cotton, and the pod then breaks and mixes itself so completely with the cotton, that it is impossible ever afterwards to separate it.

Mr. Grant.]—Do you know the Bourbon cotton?—Yes; I might perhaps suggest, that if an end was put to the system adopted by the East India company, of compelling the cotton growers in their districts to pay their revenue in kind, that would have a very favourable effect upon the cotton market generally in the Guzerat.

Have you the least doubt, that the cultivation of cotton in Guzerat, could be indefinitely improved by the changes you have mentioned, or any others?—I have no doubt whatever, that it could be improved almost to an indefinite amount.

Do you conceive that the establishment of a steady market in this country, to the imports of cotton from India, would have any and what effect in improving the cultivation of the article?—I have no doubt whatever, that the opening of a steady market in this country for cotton, would tend very much to improve its cultivation; the natives of India are not easily driven from their old way of working, but profit will drive them if any thing will.

Might they, in your judgment, learn better modes of culture, or of preparation of the article, than they have been hitherto accustomed to follow?—Yes; I think they might with very little difficulty.

Do you allude not merely to the culture, but to the modes of cleaning, preparing, picking, and altogether fitting for shipment?—To the method of gathering the cotton, chiefly picking it out of the bud; their method of packing is very good.

Do you conceive that the modes now adopted by the natives in those respects, have been the chief causes of whatever inferiority may belong to the article at present?—Yes; I consider that the imperfect manner in which it is gathered, and the neglect in the cultivation, have hitherto depressed the article in a very great degree.

Do you believe that the admission of India-built shipping to this country, would have the effect of creating a steady demand for the article of India cotton for this country?—That must depend a great deal upon the terms upon which the Americans can supply this country; that is a sweeping question; I have no doubt, that the free admission of India ships into the trade of this country, will give India the best chance of competing with America.

I believe I may assume, that the countries of India are more exposed to famines than those of Europe?—I believe it is generally understood so from the periodical rains.

Rice crops are more subject to failure than other things?—Yes, from the rains.

If there comes a dry season, or if rain comes too soon, there is a most lamentable deficiency in the rice crop?—Yes; I have known several instances of it.

Has it been usual to relieve the pressure of such scarcity, by the importation of grain from other parts of the country which have suffered less, or not at all?—Yes, it has been so; in the year 1806 or 1807, I am not sure which, there was

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a very great scarcity on the western side of India, particularly in the Marhatta country, in the Deccan, and in the neighbourhood of Bombay; and these wants were supplied by grain brought from Calcutta; I am certain there were at least 150 ships imported grain into Bombay in that year; there has been a further famine within these last two years, since I left India; and there was a famine at Madras in the year 1809, I think of a similar description, which was relieved by the same means.

Are we to understand, that it is very important for India to have shipping, with a view to such an emergency as you mention?—No doubt it is.

Do you conceive, that in the event of the Indian-built shipping being confined entirely to the coasting trade, there will be sufficient encouragement afforded to shipbuilding in that country, to provide always such a quantity of shipping as would be, in the view of humanity, desirable with respect to the circumstances of which we have spoken?—No; I certainly think that the coasting trade of India, and the trade from India to China, would not furnish employment to a sufficient number of ships, to afford such facilities in the event of the renewal of such occurrences again.

Do you mean to imply, that the greater the quantity of shipping, the greater would be the surplus of it to answer such emergencies?—Certainly.

Do these famines happen sometimes with such suddenness as to render immediate supply necessary?—They may happen in the course of ten days; as your fruit in this country may be blighted by a frost, the crops in India may be blighted by the want of rain, or its coming on too suddenly; it is impossible to foresee a famine.

Do you mean to imply therefore, that it is a great advantage to have shipping immediately within call on these occasions?—Certainly.

Do you know whether the shipping of India has been at all useful in a political point of view?—I believe that is perfectly well known; the shipping of India conveyed troops to the Red Sea in 1801, I believe 20,000 men; the shipping of India conveyed troops to take the Mauritius, and for the capture of Java, and they have conveyed troops from the various stations in India, from one place to another, and there are particular seasons of the year in which shipping would be actually necessary in a political point of view, when it would be absolutely impossible to march troops on account of the rains or other circumstances; for example, the transport of troops from Bengal to Ceylon; sometimes ten days would convey them by sea, and three months would be taken to march them by land.

Committee.]—Have you ever been concerned in marching troops?—I have not been concerned in marching troops; but I have been concerned in hiring ships for the use of Government in transporting troops.

Mr. Grant.]—You spoke in a former part of your examination, of the loss which the Indian revenues would sustain, by the exclusion of the India-built shipping from the ports of this country; in what way would that loss arise?—Supposing Indian ships to be at perfect liberty to bring home the produce of India to England, I conceive that they will bring that produce to a much greater extent than it can be brought by any other means, and therefore I consider that the revenues of India will be affected; the more that is exported the more the revenues are benefited.

I understood you before to state, it would be a greater advantage to the Indian revenues, to have the produce of India exported to this country than to the continent of Europe?—Certainly, because the exportation of the Indian produce in the ships of the country, would take place from the ports of the East India company, while the exportation in foreign ships would take place from foreign ports; and it may further be observed, that freedom to India ships would increase the quantity of produce exported from India, and raise the revenues of the country in that proportion. In the case of cotton, if we can supply this country with cotton, as we increase the supply, the profit of the East India company will increase from the revenue; and as the Indian ships afford the most convenient and cheap means of supply, the revenues of the Company will be most benefited by that system.

Do you know whether the materials for shipbuilding in India, pay any duty to the Company's government?—Yes; materials for shipbuilding do pay a duty; I will state what the duties are.

In what way does the building of ships in India contribute directly to the revenues of the Company's government?—Timber and plank pay customs of three and a half per cent. at Bombay.

Mr. Harrison.]—To the India company?—To the local Government; that three-and-a-half per cent. is calculated upon the cost of the article, with an advance added

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added upon the cost of ten per cent. If you use your own timber in shipbuilding at Bombay, you pay to the Company ten per cent. for being permitted to use it; and if they furnish you with timber, they charge you twenty per cent. upon its cost; latterly however, I understand, since I left India, a regulation has been promulgated by the Government, by which the shipbuilder is compelled to use their timber, and to pay for it their price; the articles of copper, iron, heavy rope, and canvas, which are all imported into India from this country, pay customs of three-and-a-half per cent.; and all those articles consumed in building at Bombay, pay a town duty of four per cent. so that the duties altogether may be said to be about eight per cent.

Committee.]—The town duty is also a Government revenue, is not it?—It is; for all European stores furnished by the Company, they charge you an advance of thirty per cent. upon their invoice, which invoice I believe has already had on it an advance of ten per cent.; upon European spars, 100 per cent. is charged, and upon pitch and tar 150 per cent.; there is also a sum paid to Government for the use of the building slip, ten rupees a ton.

The slip is Company's property?—It is.

Are there no private slips?—No, not at Bombay; the docks at Bombay are the Company's; that ten rupees a ton, applies to ships built upon slips, ships of eight or nine hundred tons; the larger ships of 1,200 tons, are built in the docks, and the expense for the dock is much greater; I cannot exactly state it; but I should think from eight to ten thousand rupees.

Is that dock also the Company's property?—Yes, it is.

Do you know that it is in the power of any private person to construct at Bombay, slips and a yard for building of ships there, which he might let out, or in which he might build any ships which might be ordered by any person from him, to be built there?—I do not believe that any private person could construct any such slip, without having previously obtained permission of the local Government.

Do you know that it is not in their power?—Yes, I believe it is not in their power, without that permission.

That they are barred by the bye-laws of the Company?—I do not know that there are any bye-laws of the Company; they are barred by the general authority of the local Government.

Do you know whether there is any regulation to that effect?—I do not know it.

Supposing the liberty given to individuals by the Company, to build slips on the Island of Bombay, do you know where it could be done?—No, I do not, on the Island, but immediately in the neighbourhood; I do, upon a small island, near at hand.

Mr. Grant.]—You have spoken of the timber belonging to the Company's Government; do you know whence that timber is supplied?—Chiefly, I believe, from Malabar.

Have you ever been concerned in building ships in India?—Yes.

Were the articles expended in the outfit of those ships, supplied in any measure from Europe?—I have already stated, that almost all the articles, except the timber, comes from Europe.

I mean now to point you to those particular instances which you have known yourself.—Yes; copper and iron, and the greater part of the heavy rigging, shrouds, large sails, and blocks, all come from Europe.

And ship chandlery?—Yes, every thing of that kind; in fact there is nothing produced in India but the timber and the light cordage, and light sails; I suppose that every ship built in India, has at least a third of the whole cost of European articles; it is more in cases where copper bolts and copper fastenings are used, which has latterly become very much the case.

With respect to the articles that have been mentioned as being supplied from Europe, should you prefer them of European manufacture, even where they were to be had of Indian manufacture?—The greater part of those articles are not to be had of country manufacture; copper is not to be had, iron is not to be had, paint is not to be had, tar is not to be had, light spars are not to be had; and certainly I would never let one of our ships go round the Cape of Good Hope, without European standing rigging, for I was very nearly drowned going round the Cape from this country in the first instance, in a ship with coire rigging.

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[*Cross-examined by Mr. Harrison.*]

I think you said you were in the house of Bruce, Fawcett & Company, at Bombay?—Yes.

Is there any branch of that house in this country?—Yes; there is.

What is the firm of the house here?—There is no branch of the house here; there are gentlemen who are connected with the house in India in business here; but there is no immediate connection between the two houses.

Except that they mutually employ each other?—Yes; and some of the members of the house in India are members of the house here.

Is that Mr. Fawcett an honourable member of this Committee?—He is.

I think you have said, that you have some concern in building ships in India?—Yes.

How many ships belong to your house in India?—Three ships we have now, which were built at Bombay; some of our ships have been built a long while; those ships last a long while in India; but the last we built, I think, was in the year 1811.

You say, you have now three belonging to you that were built in Bombay?—Yes.

Any others that were built in India?—Yes; we have one that was built at Cochin, and another that was built in Pegu.

You are at present owners of five ships built in India?—Yes.

Any more?—No.

Committee.]—Do you mean Cochin on the coast of Malabar?—Yes; I do.

Mr. Harrison.]—Of what size are the three vessels built at Bombay?—I said we were owners of three ships; but the last vessel we built was recently sold in this country; we have only two Bombay vessels.

What was her name?—The Hannah.

When did The Hannah arrive?—I think in 1813.

And you sold her upon her arrival?—Yes.

Was she registered in this country?—Yes.

Did the house here sell her, or did you sell her abroad?—Messrs. Bruce, Bassett & Company, our agents, sold her.

Was not she sold to go back to India?—Yes.

Was not she sold with the stipulation of your obtaining permission for her to go back to India?—I believe so; I was not in London at the time.

She was sold with the stipulation that you would do the person the favour of getting permission for her to go out to India again?—I cannot speak positively to that, not being in London.

Was there any thing to restrain that vessel going into the general trade of this country, the moment she is registered?—That is a point on which I have very often wished to have a legal opinion, for I have never been able to understand it.

I conclude, that your stipulating that she should have leave to return again, enhanced her value rather?—All I should understand from that stipulation, was this, that the agents were bound to obtain the permission of the India company, for her to return to India.

Was not that an advantage to her?—Formerly ships were allowed to come from India to this country, upon condition, which the Company imposed upon them, that they should be sold here; of course it was considered to be an advantage to them to be allowed to go back.

Then of course it was considered to be an advantage to them?—It was during the Company's monopoly.

Then it was an advantage to allow The Hannah to go back; may not I draw that inference?—It might appear an advantage to them at that moment, and not be so ten days afterwards.

What I want to know is, whether as between the buyers and the sellers, it was not considered at that moment as an advantage, that the ships should have permission to go out to India?—I presume it was; I believe the gentleman who purchased the ship, had a desire to send the ship to India; therefore he would send her when it was an object to him.

What was the size of that vessel?—I think 466 or 467 tons.

What are the names of the other two vessels of which your house are now proprietors, that were built at Bombay?—The Anna, I believe, about 900 tons.

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And what was the name of the other?—The Cumbrian.

Of what tonnage?—About 700 tons.

In what way are those vessels now employed; are they in the service of the India company?—They are in the service of the owners, employed in the general trade of India; one is now on her return to India from this country.

Then they have never been taken up by the Company?—During the Company's monopoly, all country ships that came to England, were taken up by the Company; it was a form that they were required to go through.

They were taken up, in point of form?—Yes; they were let to the Company in the first instance, and relet by the Company to the private owner, to come home.

This was a mere form?—Yes.

Then I am to understand, that in point of form they were Company's ships; but in fact they were ships that have always been in the employ of the owner?—No; they were in point of fact private ships, but taken up by the Company.

They were never taken up by the Company to carry on their monopoly trade?—They were taken up by the Company to carry to England that trade which ought properly to have been carried by the extra ships.

That is, the private trade?—Yes.

And in what trade did they go back again to India?—They went back on account of the private owner, in the same way as they came home.

One of them you say is on her return to India now?—She sailed on the 10th of May from Portsmouth.

Where is the other?—I believe she is in India, I am not sure; when I last heard of her, she was in China.

What is the name of the ship that was built at Cochin?—The Castlereagh is her name; her tonnage by register, I believe, is about 700 tons.

In what employ is the Castlereagh?—In the same employ.

Private trade?—The private trade of India and China, and England occasionally.

For the owner?—Yes.

What is the name of the Pegu ship?—The Mysore.

Her tonnage?—About 700, I think.

Is she a registered vessel?—She is not a British registered vessel.

Has she never obtained a register in England?—I believe she has never been in England.

The Cochin ship is registered, I believe?—Yes; Cochin was, at the time she was built, a British Settlement.

You have told me the ships your house now possess, how many ships have you had in the concern then within the last three years as part, or whole owners?—Those ships I have mentioned, and another ship called the Verona, which was lost.

You never sent her from India, I suppose?—Yes, she was in this country; she was built at Bengal.

Of what tonnage?—I believe about six hundred tons; I am not very certain.

Was she employed in the same way, in the private trade?—Originally, I believe, afterwards she was in the Company's service; she made one voyage in the Company's trade, and subsequently returned to the private trade.

And she was registered I presume?—I presume so.

Are you building any ships in India now?—No, we are not.

None of any sort, anywhere?—No.

Those are all the vessels you have had built in India; if I go five or six years back will that make any difference?—No; we had some ships longer ago than five years; we had the Carron which was sold to The King.

Was that a large vessel?—Yes, of 1,000 tons; she was sold to The King and made a frigate of; she was wrecked at Madras.

You have no vessels now actually building, have any orders been sent out to build any?—No.

How long is it since you returned from India?—Nearly two years.

Then you know nothing of the vessels that are now building in India?—No, only by report.

Whereabout in Pegu did you build your Pegu ship?—I never was in Pegu, and I cannot tell.

But as an owner of her you can tell?—At Rangoon.

Mr. John F. Mitchell.

Do they build ships cheaper there than at Bombay?—Latterly there have been very few built there; I cannot say whether they formerly built cheaper there or not, but they never have built so well.

They have not built so well?—No.

You could not make any comparison between the expense of building a ship at Rangoon and Bombay?—No; during the time I was in India, I only remember one instance of a Rangoon ship being purchased into the trade of Bombay.

You cannot give me any comparison of price between ships built at Rangoon and at Bombay, notwithstanding the sort of monopoly the Company seem to exercise as to the building?—No, I cannot; there are many objections to Rangoon, from its being liable to constant inundation, and to a very unsettled government.

How long ago was your ship built, that you have got now at Rangoon, how long has your house been possessed of her?—I believe a great many years, but I cannot exactly state.

Is she a good ship yet?—She has latterly had a very thorough repair; but she is not near so good a ship as a Bombay ship of the same age would be.

Possibly you think it would be very beneficial to both India and England, if the improving of the cultivation of cotton in the Guzzerat, led to their being able to furnish all the cotton that is wanted in this country from the Guzzerat?—I suppose the most beneficial state of things to this country, is to get cotton wherever it can be got cheapest.

Suppose the improving of the cotton in the Guzzerat, enables them to afford it cheaper than from any other place, would it then be beneficial to this country as well as to India to have our cotton from the Guzzerat?—That state of things will be beneficial to India.

But I wish to know, whether, in your judgment as a merchant, it would be beneficial to England too?—I cannot see the supply of cotton from India would be more beneficial to this country, than the supply from America, if there was no difference in the price.

Do you think that it would be more beneficial to this country, if the Guzzerat could furnish it cheaper?—I do not understand the question.

Supposing Guzzerat can furnish it cheaper than America, and of equal quality; my question then is, whether it would be beneficial that this country should be supplied from Guzzerat?—Of course, there can be no doubt of it; it is the interest of this country to get it as cheap as possible.

Under all circumstances, whether the country from which the commodity is obtained takes the commodities of this country in return or not, does that make any difference in your opinion?—I consider, of course, that it is to the interest of this country to be able to export its manufactures to a great extent; and I believe that the exportation of manufactures from this country to America, is much greater than the exportation of manufactures from this country to India; but I do not by any means believe that the exportation of manufactures from this country to India, may not be increased.

You have before stated, that comparing England and India, India would be the exporting country; that the quantity of British goods which would be consumed in India, would be so small in the comparison, that the export from India would principally consist of remittances of fortunes made in India?—Yes; I do still adhere to that opinion.

Have you any knowledge of the rate at which the French can furnish shipping from the ports in the Mediterranean, for the general trade?—No, I have not.

Have you any knowledge of the rate at which the Russians and the northern nations could also furnish shipping for the general trade?—I have no knowledge further, than having understood that they do build ships in those countries very cheap; but I also know ships built in those countries are very unfit for the trade with India.

In what vessels did the Danish and Swedish, and Dutch East India companies, carry on their trade before the war?—I am not positively informed.

Then you are unable to make any comparison between the cost and expense of building, and the freight in teak ships built in India, and the vessels that the French, the Dutch, the Danes and Swedes, and the Russians build in Europe?—Not being informed of course of the expense of those vessels, I can make no comparison; I can state from my own information, that the Portuguese, who I believe sail always as cheap as any other nation, employ teak ships.

Where

Mr. John F. Mitchell.

Where built?—Built in India.

At Bombay?—No; at Demarun, and Dieu, and Goa.

Those are their own settlements?—Yes; and I believe they have purchased ships also built at Calcutta.

Do you know whether the Portuguese ships, to be admitted to the privileges which would be tantamount to the privilege of registry in England, must be built in Portuguese territories?—I believe it is the case, but I do not know it.

But you do know in fact, that the Portuguese do trade in teak-built ships; built within their own territories, and that they have occasionally bought ships built in Bengal?—Yes.

Are you able to make any comparison between the cost and expense of sailing, with reference to the ultimate result of freight between teak ships built in the British territories in England, and American ships?—No; I can make no comparison between teak ships and American ships; I believe the Americans are among the cheapest description of ships that sail, but that is merely from general information.

You have told us that the India-built ships may be navigated, you think, with greater advantage by British seamen?—I have stated that I think India-built ships employed in the trade with this country, may with great advantage be navigated by British seamen.

One of the advantages you have stated to India-built ships is, that the merchants in that country will have their ships always ready for their voyage to this country, with reference to the opportunities they have of collecting cargoes?—Yes.

Of course, if that country becomes the exporting country, and the country from which the voyages always commence and terminate, the British seamen that supply those ships must take up their residence in India?—I do not see that that follows at all.

In what way, unless you have British seamen resident in India, will you supply vessels with British seamen, who commence and end their voyage in India?—We cannot procure them in the first instance in India, we come home to this country for them.

In the first instance, you will not be able to get at the British seamen?—No, I fancy not.

You must come home to this country to procure them?—Yes.

And of course you must have a good lot of Lascars to navigate the vessel home?—Certainly.

And those Lascars you must keep here, and take them out again with you?—Yes.

And you carry the British seamen from this country upon your return voyage; when you have got them to India, what will you do with them, would you discharge them, or keep them there on pay all the time?—It is a new state of things, and it is impossible to say what will be done; but I should think most likely it would be most to the interest of a mercantile house in India, to keep a certain number of Europeans constantly in their service, to be employed in those and other ships that come to England.

Then what am I to understand by a former part of your evidence, where you told me, part of the advantage was, the opportunity of discharging sailors at the termination of the voyage, instead of being obliged to keep them upon pay?—A ship coming from India, navigated with native seamen, is under the necessity of keeping those seamen in this country, during the whole period of her detention here; that would not be the case in a ship navigated by Europeans; no mercantile house would ever keep Europeans, unless they had immediate employment for them; but I think the course of the trade would be such, that a merchant resident in India, would generally be able to keep a sufficient number of Europeans in his service, without allowing them at any one time to be idle.

Committee.]—You mean, by shifting them from one ship to another?—Yes; this is mere opinion of what may happen.

Mr. Harrison.]—Of course you mean, the proportion of three-fourths, or the proportion which is estimated to be equivalent to that?—Whatever proportion is required by law.

Mr. John F. Mitchell.

[*Re-examined by Mr. Grant.*]

You have stated, that the Company's government made it a condition, that ships brought home in the private trade, should be sold in this country?—Yes, I think that was a condition; the merchants in India, on application to the governments of India, were permitted to send their ships to this country, upon condition, I think, that they should be sold in this country.

Then am I to understand, that the selling of India-built ships in this country has not been occasioned by any systematical plan of bringing them to this country for sale, but merely by the condition of which you have been speaking?—Most certainly; and the condition thus imposed, was frequently matter of very great inconvenience.

When you stated, that ships of your own had come to this country nominally on account of the Company, but in fact, as private ships, how many voyages did those ships make to this country, one or two?—They were only permitted to go home for that voyage.

You have stated, that those ships brought home the trade which ought to have been brought home by the Company's ships?—They were employed in bringing home from India that trade which the Legislature intended should be brought home in the extra ships; they were only employed when those extra ships were not to be found; the merchant of India would not have got permission to send home his own ship, if there had been an extra ship in the way.

Would he have preferred sending his own ship, or the extra ships?—He would have preferred sending his own ship most certainly, because he could have sent his own ship much cheaper; and even supposing he could not send his ship much cheaper, he had an advantage in the employment of his own ship, which the sending his goods in an extra ship did not give him.

Am I to conclude then, that through the conveyance by those private ships, trade might find its way to this country which could not have advantageously been brought in the Company's shipping, whether regular or extra?—Yes, certainly; I am distinctly of opinion, that the exports from India would have been greater on many occasions, if the private merchants had been at liberty to export in their own private vessels.

Would then the use of private India-built shipping have the effect of bringing to the ports of this country a trade which could not otherwise exist?—Yes; I am of opinion that it would.

We have heard of your having a Pegu-built ship; did your house build that ship at Pegu, or did you buy it ready built?—I am not very certain; but I think she was purchased after she was built.

You have stated it would be useful for this country to procure raw produce cheapest wherever it could be procured, whether in India or America?—So I conceive.

I believe you said you delivered that sentiment, speaking as a merchant?—Of course; it is the interest of a country to get a raw material cheap.

You do not take into your account any political considerations?—No; I was looking merely to the interest of the manufacturers.

You did not take into your consideration, whether there was any other advantage to this country, in promoting the resources of India as a possession of our own, in reference to the resources of a foreign country?—No; I confined my mind entirely to the mercantile question.

You have stated it to be your belief, that the American vessels are extremely cheap; do you know what they are in point of excellence and quality?—I have always understood that they are cheap, but I do not believe they are strong vessels, by any means; they are certainly not such vessels as would answer at all to carry on the trade between India and this country; I do not think they would be insured upon any thing near the same terms; they are built of a wood which the heat of the sun easily destroys; live oak, and larch and other woods.

Do you know that?—I speak from general information.

My learned friend has asked you, whether you are able to form a distinct comparison between the cost of building in India and in various other parts of the world; I wish to know, whether you are still of opinion that the building of ships in India will give the best chance to the produce of India in the markets of this country?—I am clearly of that opinion; for even supposing that the Danes and Swedes, or the Dutch, can build cheaper than the people of India; still they have

to go out to look for cargoes, under a certain degree of uncertainty; and that very uncertainty must constitute a great difference in charge, in favour of the Indian ships. *Mr. John F. Mitchell.*

You have spoken of the Portuguese buying ships in Bengal, do you think that the purchase of ships by foreigners in India might be increased, if the India shipping were excluded from the ports of this country?—I have no doubt that the exclusion of India ships from the ports of this country, would force Indian shipping into the hands of foreigners, and that those ships, under foreign colours, would bring to the continent of Europe the produce of India, which, under a free system, they would bring to this country.

You have been questioned respecting the employment of Lascars and British seamen; you are not aware of what arrangements, if any, are likely to be made with respect to the disposal of Lascars brought home in future?—No; I am only speaking of the regulations that have existed.

Have you, in spite of the cross-examinations which have been made, the smallest doubt, that the exclusion of India-built shipping from the ports of this country, would be a serious injury both to this country, and to India?—I have no doubt whatever of it.

[*Examined by the Committee.*]

Your house is a house of agency in India?—It is.

You know that there is annually a very considerable fund, consisting of the fortunes of individuals saved in the service of Government, and otherwise, in India, which requires remittance to Europe?—I do.

It is a great branch of your business, as agents, to conduct those remittances?—It is.

Those remittances would naturally find their way to Europe, through the channels the most favourable to the remitter?—Most certainly.

Whatever trade can give the best terms will have the remittance of that fund?—Most certainly.

Could you, as a merchant, give bills upon better terms, if you were allowed the freedom of exporting any goods that you thought fit in India-built bottoms, than if you were excluded from so doing, and obliged to use British shipping?—I can have no doubt whatever that I would be enabled to give better terms, by being allowed to make the exports in an India ship to this country; if I was excluded from that, I should be forced into new channels, which might be attended both with inconvenience and expense.

Are there always foreign traders ready to furnish those channels, if any obstruction occurs in the direct channels to this country?—There is every facility for it. In the neighbourhood of Bombay, there is Goa, Demarun, Dieu, and other foreign ports.

Is it not notorious, that formerly in proportion to the obstructions thrown into the direct channels between India and England, the foreigners gained the use and advantage of that fund?—There is no doubt of it whatever; and the American trade, which rose to a very great height in India, is chiefly to be ascribed to the obstructions thrown in the way of the British merchant.

Have you any doubt it would be a very material article in favour of the British merchant, to have India ships, the better to compete with the American, and other foreign merchants?—I have no doubt whatever that it would; and I think the merchants of England will, by and by, be as anxious to get India ships, as the owners of India ships are now to employ them.

Do not you consider the climate of India, generally speaking, to be very prejudicial to the health of English seamen employed there?—Yes; certainly.

Upon the whole, if they were very generally employed there, do not you believe that that trade would destroy more British seamen, than it would breed?—I should think it would be very destructive indeed to employ British seamen in the local trade of India; I mean the trade in India, and between India and China.

And in the same proportion any long residence in India, must be destructive to the health of Europeans in the situation of the common sailors?—I should think peculiarly destructive to the health of seamen.

Were you at Bombay in 1809 and 1810?—Yes, I was.

Was there much cotton exported from Bombay in those years?—I cannot immediately call to my recollection that fact.

Are you acquainted with the interior of India at all?—Just in the neighbourhood of Bombay.

Mr. John F. Mitchell.

You have spoken of the ships that were ordered to be sold here, with what view did you consider that stipulation to have been made?—I really cannot exactly say what was the object of the stipulation.

Did not you consider it as a hardship?—Most certainly.

Did not you consider it rather as tending to suppress than to encourage the export of Europe goods in Indian bottoms?—Yes, I did; certainly.

Do you know whether the Company have increased their number of slips lately in Bombay or not?—No, I believe not; there are only two slips upon the Island of Bombay, at which a ship of any size can be built; the Company have increased their docks, but not their slips.

The larger description of ships you have said are built in the docks?—Yes, ships of 1,200 tons.

Have those docks for building and repairing the large description of ships, been increased lately?—Yes, two additional docks have been added to the dock yards at Bombay, within the last few years, in which the seventy-fours have been built.

Does your knowledge enable you to say how many ships more might be built in these dock yards, by the addition of those two docks, than before they were added?—Yes; I consider that in the whole they cannot build more than two ships at Bombay, of the size of 1,200 tons, at a time, and that they cannot do it in less than fifteen or eighteen months.

How many could they build in those slips and docks at Bombay, before the additional docks were made?—Only one.

So that the alteration they have made in their accommodations enables them to build double the number of large ships there which they could before they made those alterations?—It enables them to build two instead of one.

You said, it was not in the power of a private person to make docks or slips for the building and repair of shipping, without permission of the Company at Bombay?—I believe so.

And that ships could not be built by private persons in the docks and slips belonging to the Company, without permission of the Company, and paying for that permission?—Yes.

Does your knowledge enable you to say, whether the Company have that power of permitting or refusing to private persons, the power to build and repair ships in their docks and slips, from a right of ownership, or from their authority as the government of the country?—I cannot exactly say from what particular right, but they certainly use the power of refusal.

Did you ever know them prevent a private person from constructing accommodation to build or repair ships in Bombay?—I cannot recollect any particular instance of a refusal, but I know that no undertaking was ever commenced with, until the permission was obtained.

Do you speak that of the building of ships, or of the accommodation to build ships, because the question went to the latter?—I speak that of the building; the construction of the means for building were never commenced with until the building of the ships had been resolved upon.

Do you know in what way private persons possess the property of the soil in Bombay?—I cannot give any positive answer to that question, for it involves a matter that has been very much disputed.

What has been the point of dispute?—It is contended on the part of the Company, that they have an exclusive right to the soil, that they are the exclusive proprietors; and that, in some instances, has been objected to.

Do you mean objected to by private persons, claiming a right of property in the soil?—Yes.

And to convert it to any purposes which they might think it for their interest or pleasure?—Yes.

Then you do not know whether or not private persons possess property in the soil, in such manner, that they would have it in their power to construct dock yards and slips for the building and repair of ships or not?—I believe the Company have the exclusive property of all those parts of the Island of Bombay, where such places could be formed.

Then there are no places in the Island of Bombay, where docks and slips for the building and repair of large ships could be constructed, which are private property?—No, I believe not.

You have said you know nothing about Calcutta?—No.

Then

Mr. John F. Mitchell.

Then you do not know the proportion of ships built in Calcutta to those built in Bombay?—No; I only know generally, that they build many more at Bengal than they do at Bombay.

You mean more ships, not in general so large a tonnage?—No; more in number.

The amount you do not know?—No.

Do you know what is the largest size they ordinarily build in Calcutta?—Latterly they have built ships for the East India company's service of 1,200 tons; and on one occasion, I believe they built a ship of 1,700 tons.

Have you any means of judging of the ultimate destination of the manufactured goods exported from Bombay to Europe; are they for the consumption of this country or other countries?—I believe the piece goods are sent home to this country, to be exported again to the West Indies, to the coast of Africa, and to the continent of Europe; the finer goods go to the continent of Europe; the silks and fine piece goods; and the coarse piece goods, I presume, are for the West Indies and the coast of Africa.

Is a very great proportion of them for the consumption of this country?—I cannot speak to that.

Lunæ, 13° *die Junii* 1814.

SIR ROBERT PEEL, BARONET, in the Chair.

Mr. *Benjamin Hobbs*, was Called in; and Examined by Mr. SPANKIE.

Mr. Benjamin Hobbs.

WHAT are you?—A timber merchant.

Where do you reside?—Residing at Redbridge in Hants.

How long have you been a timber merchant?—Twenty years, residing at Botley and Redbridge.

You have been in the habit of contracting with the navy and ordnance; and other departments?—I have.

In what counties have your dealings for timber been?—Principally in Hampshire, some in Sussex, some in Dorsetshire, and some in Wiltshire.

Are you acquainted generally with the state of the timber in those counties?—Yes, I am.

And the state in which it has been for twenty years preceding?—Yes.

In your opinion is the quantity of large timber in those counties, fit for building large ships of war, increased or decreased?—Principally decreased; it has been decreasing ever since I have known it, for the last twenty years.

Can you say in what proportion that decrease has been?—No, I cannot.

Comparing what is to be found now with what was to be found when you knew those counties first?—I look upon it, large timber has decreased considerably from twenty years ago to the present time; that it is more difficult to get large timber now than it was then.

You have been acquainted with the falls of timber for the last twenty years?—Yes.

What proportion of the timber felled recently, has been of sixty feet metings?—I look upon it, not one third, where I have had to do with it.

Then in your opinion there has been a general decrease of large timber in those counties?—Yes, and particularly in Hampshire.

Have your dealings been extensive?—Yes.

Is it a fair question to ask to what amount annually?—I have purchased from fifteen to thirty thousand pounds worth a year.

[*Cross-examined by Mr. Adolphus.*]

Fifteen to thirty thousand pounds per annum, for the whole of twenty years?—Not for the whole time; I have purchased probably for half the time I have been in the trade that quantity.

Mr. Benjamin Hobbs.

That is for the last ten years?—Yes.

What was the amount of your purchases for the first ten years?—£. 10,000.

Then I suppose you purchased as much timber in wood twenty years ago, as you did in the latter part of the twenty years?—No, not so much.

Then your trading was not to the amount of 10,000*l.* a year, twenty years ago?—I cannot say exactly the amount I was the purchaser of at that time.

How much timber did you purchase twenty years ago, in proportion to what you have purchased lately?—I cannot exactly say; I have purchased twenty years ago from 1,500 loads to 2,000 loads of timber a year, and since that I have purchased probably 3 or 4,000 loads, according to the quantity of timber on the estates; sometimes the falls have been less on the estates on which I have been in the habit of purchasing, and sometimes more, according as the copses come in for the underwoods; the underwoods are felled at about eight or ten years growth.

What I want to know from you is, has your purchase, in point of quantity of timber, been increasing of late years?—Yes, it has; because my business has been more than it was when I first began; but I was obliged to go further for it, and it was more difficult for me to get it.

You say, that not a third of the timber felled is of sixty feet metings?—Yes.

Am I to understand that it has not been fit to enter into sixty feet metings?—No.

That is, you mean it has not been forty feet metings?—No; under forty feet; the general falls I have had have been under forty feet.

When you say that large timber has decreased, what size do you mean by large timber?—We generally call sixty feet metings large, forty feet, and upwards.

You think that has decreased in all the four counties you have mentioned?—I have been more acquainted with Hampshire than with the other counties, and I know it has decreased very much there.

Do you mean to say, it has decreased so that it shall be felt in Sussex?—Sussex is a county I never had much to do with, except in the neighbourhood of Havant.

In Dorsetshire and Wiltshire, what decrease are you sensible of there?—The estates I have been in the habit of dealing in there, have decreased equally with those in Hampshire.

How many estates have you been in the habit of purchasing on?—A considerable number.

A considerable number in those three counties of Sussex, Wiltshire and Dorsetshire?—Yes; but more in Hampshire.

How long have you contracted with the navy?—Fifteen years.

Upon your own account, or in connection with anybody?—Upon my own account.

Not in connection with anybody?—No.

To what amount have you contracted with the navy?—With the navy and the Ordnance Board to the amount of 20,000*l.* a year.

Is that the average?—No; for the last fifteen years it might average 10,000*l.* or rather more for the navy, and about 5,000*l.* for the Ordnance Board.

You do not mean that you have been a contractor with the Navy Board up to the present time?—No.

How long since have your contracts with the Navy Board ceased?—About four years.

Did any of your contracts ever stand still for want of timber?—I have not been able to complete a contract I have taken for one year, without some new timber for the next, timber not falling so large as the contract expressed.

Was that a contract with the navy?—Yes.

That you could not complete according to the terms of the contract?—Yes.

When was that?—About six years ago,

How much might that contract be which you could not complete?—I wanted about 300 loads of large timber to complete it.

You had sold none to anybody else at that time, I take for granted?—Not large timber.

Have you taken notice whether there are means used to supply the growth of timber in future in the counties you know?—Yes; there is a great deal planted.

And a great deal preserved?—And a good deal preserved.

A great deal is not there more than is felled?—There are some inclosures made in our country, but I look upon it there is as much grubbed up as inclosed.

Do

Mr. Benjamin Hobbs.

Do you think that the quantity preserved and planted, is equal to that which has been destroyed, or less?—Yes; I think that the plantations are equal to what is grubbed up.

Is there a prospect in future of an increase or decrease of oak timber in the places you know of?—I look upon it there will be an increase after a number of years; it will take a good many years before it will come to sixty feet metings.

How many years?—From 80 to 100 years.

Before either the preserved or planted will come into use?—Yes.

Do you form that as a general opinion upon the whole of the counties, or only upon those estates in which you know the cutting of timber?—Generally in the county of Hants, and upon the estates where I have been in the habit of buying in other counties.

Then am I to understand you, that it will take fourscore or a hundred years to enable the County of Hants to supply timber as it did 20 years ago?—Upon the young ones.

I ask you, whether, in your opinion, the whole county of Hants will require fourscore or a hundred years to enable it to supply timber as it did 20 years ago?—I think it will.

Then that there are no woods in Hampshire in a state of progress, that will contribute to a supply in 15, 20 or 25 years?—There are certainly some woods that will come in sooner.

Are those woods of considerable extent or small, of which you spoke last?—There are some woods in the county of Hants very extensive.

And which, in your opinion, will supply timber of large metings in a short time?—They might; there is some large timber in all the woods, but generally speaking, it has declined in quantity from what it was twenty years ago, a great deal.

In the other three counties I understand you to say, you confine your knowledge to those estates where you have purchased?—Yes.

[*Re-examined by Mr. Spankie.*]

You have been asked, whether you have had any difficulty in completing contracts which you have entered into with the navy?—Yes.

Has your dealing in timber been for the largest kind of timber chiefly?—Yes, it has.

And in performing those contracts have you experienced any difficulty in finding the large timber?—I have.

A difficulty as well as a rise in price?—Yes.

You mentioned, I think, that you had known quantities of land, formerly wood land, grubbed up?—Yes.

Has that taken place to a considerable extent?—Yes.

And those woods, so grubbed up, can only be supplied by those recently planted?—There are woods grubbed up and sown with corn.

But other land has been planted with timber?—Yes.

Which cannot come into use in less than 80 or 100 years?—No.

Mr. John Mumford, was called in; and examined.

Mr. John Mumford.

What are you?—I am employed in the purveying line.

For The King's service?—Yes.

How long have you been so employed?—Thirty years from the beginning.

For any other public department?—For the navy and the New Forest now principally.

In the course of your employment for the navy, have you had occasion to visit much of the timber-growing part of the country?—Whilst I attended the merchants, in the early part of my time, I had an opportunity of seeing timber frequently as I passed to perform the duty I was sent for.

What do you mean by attending the merchants?—When merchants have timber to offer, a purveyor is generally sent to the estate, to report upon the timber which they have offered to Government.

In your observation then, have you seen any decrease of timber fit for building large ships of war?—I think it has been on the decrease progressively ever since I have been in it; the large timber, fit for building ships of war,

Mr. John Mumford.

Committee.]—You mean by large timber, timber of sixty feet metings?—Timber of fifty and sixty feet metings, we call that large.

Mr. Spankie.]—Can you state in what proportion that decrease has taken place?—No.

Have you experienced any difficulty, or known any difficulty, in obtaining large timber for the purposes of the navy?—The Navy Board has been very much disappointed in not getting timber for the use of the navy, and the prices have consequently increased; the demand has overgrown the supply.

Have you ever been called upon to inspect lots of timber offered to the navy, which you were obliged to reject as unfit, or any proportion of it?—I have had very little to do in that way; I looked at two lots of timber four years ago, to report upon it.

Where?—One lot was near Ongar, in Essex.

Was the other in Kent or Sussex?—Near Tunbridge.

Were those large offers?—There was a good deal of timber, but a great deal of it was small; there was some good timber amongst it.

In the timber that you have seen, what proportion of it has been small; have the falls generally yielded a large proportion of timber fit for naval purposes?—Not latterly.

Has that proportion been smaller latterly, than it was 15 or 20 years ago?—A great deal.

Can you state in a general way what that proportion may be?—I cannot recollect.

Only you have observed that the quantity of large timber in the falls has decreased?—It is not so large, certainly; but I have not had an opportunity for ten or twelve years (since I have had nothing to do with the merchants) of seeing so many lots of timber as I used formerly.

Of late years you have been engaged in the New Forest?—Yes, almost generally, for the last fourteen or fifteen years.

Do you know of any offers made by timber merchants, residing in Hampshire, to the Navy Board some years ago, which were rejected by the Board?—I do not know that.

[*Cross examined by Mr. Adolphus.*]

Do I understand you rightly to say, that for the last fourteen or fifteen years, your employment has been in the New Forest, and you have had little or nothing to do with the merchant service?—Yes; I have been employed more than fifteen years in the New Forest; but I have had not so much to do with the merchants for the last fourteen or fifteen years, as I had before.

Have you in the last ten years, had any thing to do, except viewing these lots, the one at Ongar, and the other at Tunbridge?—Not for the merchants.

[*Examined by the Committee.*]

From the nature of your observation, could you judge at all whether there is a probability of a deficient supply in future?—I am afraid there is.

Do you happen to know what is the state of the timber in the New Forest?—Yes, I know the state of it; that is decreasing, the large timber.

There is not so much of the large timber fit for shipbuilding, or near so much as you recollect when you were first concerned in it?—There is a good deal of growing timber.

What is the state of that growing timber; in how many years is it probable that may be fit for use in shipbuilding, sixty feet metings?—The timber of thirty feet, in about five-and-twenty or thirty years, will be fit for the navy, if you go lower, it will take longer.

In how long would that timber which is in the New Forest, which you call small, be fit for the purposes of shipbuilding?—Some of it in thirty years; some of it will be longer.

How old is the growing timber there?—A tree of thirty feet will become a large tree sooner than one of twenty.

You say, there is a good deal of young growing timber in New Forest; of what age is that?—Some in the old inclosure will be about forty years; in King William's inclosure, it will be about that.

Mr. John Munford.

And the remainder which has been planted by Government, how old is that?—Five years, three years, and some of it two years.

Then what proportion of that young growing timber will be fit for shipbuilding in twenty years, and what will require eighty or a hundred years?—The new inclosure will not come into use for a hundred years.

And King William's inclosures?—About forty years.

And what proportion does the King William's inclosure bear to the new inclosures?—I cannot say; the new inclosures which have been made within five years, are near five thousand acres.

And what are King William's inclosures?—I cannot state that correctly.

About what?—About a thousand acres, I think; I do not know whether I am correct.

Mr. William Stovald was called in at his own request, and Examined.

Mr. William Stovald.

Committee.]—For what purpose do you appear here?—I wish to go again over my evidence, and make a few corrections which I have marked.

When did you read over your evidence?—On Friday.

With whom?—I read it in the coffee-room; Mr. Lavie's clerk gave it to me.

Did you propose these alterations at that time to Mr. Lavie's clerk?—Yes.

And he then took them down in pencil as they stand now upon the face of the evidence?—Yes.

Who was present at the time?—I do not know who was present.

Those alterations you wish to abide by?—Yes: When I came to this box, you asked me about the quantity of large timber on the different estates; I gave an account of different estates where the large timber was very much reduced: then, in some part of my examination, it was enquired, Were there large quantities of timber on the estates? and my answer was, yes. The question was not put to me, whether I meant large timber; if it had been, I should have answered, small timber. In my examination, there is put down timber of eighty feet; we call sixty feet metings the standard for large timber.

The alterations you wish to make are generally of that description and tendency?—Yes.

And the alterations are stated in pencil upon the face of the evidence?—Yes.

Those alterations you have examined?—Yes.

And those alterations you mean to abide by?—Yes.

Mr. Harrison.]—You were examined here on Wednesday last?—Yes.

Did you see Mr. Bowcher after that?—Yes; I walked out from here with him.

Did you talk over your evidence with him?—No, not a word, except that he said, "instead of a thousand or fifteen hundred loads, you might say three or four thousand loads that we have had of you."

He told you, instead of your quoting him for 1,500 loads, you might have quoted him for three or four thousand?—No, no such thing; he did not quote me, nor I him; but only that I might have said, he had more than 1,500 loads.

That was all?—Yes.

You have not talked to him beyond that?—No, I have not seen him since, to talk to him about this business.

Did you talk to Mr. Morris about it?—Nothing particular, any further than what I said before, and what I consider the truth.

You had some discussion with Mr. Morris about your evidence?—He has not biassed me in any respect.

Have you discussed the subject of your evidence with Mr. Morris?—No, I do not know that we have, except that he considered my evidence very fair.

Which answer do you mean to abide by; that he considered your evidence fair, or that he did not say any thing about it?—Nothing particular.

Which of the three answers do you abide by; you tell me, he said your evidence was very fair; then you say, there was nothing particular; and then, that he said nothing about it; now which of these was the fact?—Not to bias me; not to put any words in my mouth.

Had you any discussion with Mr. Morris upon the subject of your evidence?—I spoke to him in the coffee-room, but I do not know that he said any thing particular; I will not deny that.

You will not deny what?—He said something respecting my evidence.

Mr. William Stovald.

What did he say respecting your evidence?—Nothing particular; he did not tell me I had done wrong.

When did you talk with Mr. Morris on the subject of your evidence?—On Friday.

Committee.]—That was the day you corrected your evidence?—Yes.

Was he present when you corrected your evidence?—No.

Did you see him before you corrected your evidence?—No.

Mr. Harrison.]—Do you mean to say, that before you corrected your evidence, you did not speak to Mr. Morris about it?—Not to make any alterations.

Had you any conversation with Mr. Morris, about your evidence, before you corrected it?—Of course he knew I gave my evidence, and he asked me, whether I came to correct it; and I said, yes.

Where was it he asked you this?—I believe in the coffee-room.

Where Mr. Lavie's clerk was waiting with the evidence?—He was pencilling it down at the time.

What was Mr. Lavie's clerk pencilling down at the time?—My corrections.

Then while you were talking with Mr. Morris?—Mr. Morris came in and out.

While Mr. Lavie's clerk was taking down in pencil your corrections?—Yes.

Was this at one of the tables in the coffee-room or up stairs?—At one of the tables.

And when Mr. Morris and you had a conversation, this was going on?—No, he never biassed me; I came here to speak the truth, and nothing else; my evidence is good evidence, and very fair; I want the evidence read over to me, and that is all I ask for.

Did you dictate the words that were pencilled down?—I gave instructions.

What instructions did you give?—There are three or four alterations.

What did you tell the gentleman who made the alterations, in order to enable him to make them?—I told him to pencil in what is pencilled in.

How was it done?—It was done by a pencil.

Who proposed the alterations?—I did it of my own knowledge, and it is to the best of my knowledge.

Is that any answer to my question of how the thing was done? who read over the evidence to you?—I looked over part of it myself, not the whole.

Nobody read it to you, and you did not read the whole?—There might be a little part read over to me afterwards by Mr. Lavie's clerk.

There might be a little part read to you by somebody else?—Yes.

Am I to understand that you read it over yourself, or that it was read to you?—No, I did not read the whole of it myself.

And you have not read the whole of it yourself now?—No, I came here to-day to hear it read.

You have not read it all over yet?—No, I have not.

If you have not heard the whole of it read, how comes it, that at the close of your examination there is an alteration?—I looked at the heads, and I now come to read it over. I understood I was to come before you, and have the evidence read over.

Have you ever read yourself, or had the evidence read to you?—I have not read it all right proper through.

Nor have you heard it read?—Part of it; and there I ordered alterations to be made.

How came you not to read the whole?—I had not time.

Do you mean to say you skipped over any of the pages?—I read the heads of it, and I see many of the questions are not correct. I want the evidence red over to me. I want the Committee to let me have it read over to me.

Have you had the whole of it read over to you?—Not the whole.

Nor have you read the whole of it yourself?—No.

How comes it that even quite towards the close of it, within the last ten questions, there are alterations?—Because I saw at the latter end it wanted alterations; and where my answers in different places I saw wanted alterations, I had them made.

Do you mean to desire the Committee to believe, that when the evidence was given to you, instead of reading it through, you only looked at a few pages?—I did not read it all through; I am no scholar, and can hardly read that.

Do

Mr. William Stoval.

Do you mean to say you cannot read this writing?—No, I cannot well.

Was it all read to you?—It was not; only the heads of it.

What do you mean by the heads of it?—My answers, those are the heads.

Then the answers were read without the questions?—Some of them were, and some of them were not. There are questions there that are of no consequence; they do not come to the point.

Then the gentleman who read it to you, selected out those parts that came to the point?—No, he did not.

Then how came it that particular parts were not read to you?—The whole of it was not read to me through, I believe.

Committee.]—You say you had some conversation with Mr. Morris?—Yes, I had.

You are aware you are bound, though not upon your oath, to speak the truth at your own peril?—Yes.

Recollect the situation in which you are, and state now, upon recollection, whether you mean to say, that no conversation passed on Friday between you and Mr. Morris, before you made your corrections?—There was not any about this business.

None of any kind?—We deal together, and he might talk of the price of bark, and so on.

You saw Mr. Morris in the coffee-house that day, before you made the alterations in your evidence?—Yes.

And you fell into conversation upon some subjects together?—Yes.

Did you tell him the purpose for which you were come to the coffee-house?—I do not know that I did particularly.

Did he ask you?—I do not recollect that he did.

You have stated before, that he did ask you that; now the Committee put the question distinctly to you, did he ask you the purpose for which you were come to the coffee-house?—I believe he did.

When you first came to the coffee-house, was Mr. Lavie's clerk there?—Yes; at least Mr. Lavie was; I do not recollect much; I never was there before.

Did you find Mr. Morris there?—Mr. Morris was there.

Before you came?—Yes.

Did you proceed immediately to make your alterations with Mr. Lavie's clerk, or had you conversation with Mr. Morris first?—We proceeded immediately; I had no conversation with Mr. Morris on this point, I only went to correct my evidence, as I said before.

Has Mr. Morris at any time, since you gave your evidence, had any conversation with you upon it?—No, I belive not.

You are quite sure of that?—Yes.

He never told you, that he differed with the opinion you had given with respect to there being no scarcity of timber?—No; because I considered large timber.

Then you explained to him that you meant large timber and not small?—I have said before, not only to him but to other timber merchants, that there was a short supply of large timber.

Before you gave your evidence?—Yes, that has been my opinion for some months past.

You have told him and other timber merchants, that there is a short supply of large timber?—Yes.

Mr. Morris then must have been surprised when he heard you had given evidence to a contrary effect?—No, he was not surprised.

Did he never express his surprize to you after you had given your evidence?—No.

He did not say it was extraordinary you should have given such an evidence?—No.

You went away from this room after your examination with Mr. Bowcher?—Yes.

He heard your evidence?—Yes.

Did not he think it extraordinary, you should say there was no scarcity of timber? He never said such words.

Nor any thing like it?—No; it was my opinion that there was a short supply of large navy timber.

And Mr. Bowcher, as you walked away together, never said to you, that he differed in opinion with you?—No.

Mr. William Stovald.

Nor any thing of the kind?—No, he never said a word on the subject.

Did anybody express his surprize to you at the evidence you have given?—No.

Nobody?—No.

You have seen your friends, the timber merchants, since?—Yes.

And they never said a word to you on that subject?—No.

How were these alterations made; you say you cannot read, and they were not read to you; how came you to hit upon the particular places?—It arises from not putting proper questions to me in my evidence.

How came you to know there were not proper questions put to you?—By looking at them.

The Committee understood you to say you could not read?—I can read them, but not off hand.

Did you make any alterations yourself?—Yes, and it is my correction.

Mr. Harrison.—On your former examination you were asked, "But leaving out the slackness occasioned by that circumstance, I understand you to state, that the demand of late years has been greater than of former years for the small timber?" Your answer was, "But not so much for the large." Now what answer do you wish to have substituted for that?—I would say, "Yes, but not so much for the larger north-country timber, of thirty feet metings, fit for building four hundred ton ships."

Was that answer suggested by you?—That is the truth.

Did you give the words of that answer?—That was my meaning in the answer at first; if you had put the question properly, I would have given you that answer.

Did you dictate that answer yourself, or did somebody write that answer for you while you were talking as you have been here?—I dictated the words myself.

Can you repeat them now?—No, I cannot.

You were asked, "Has not Lord Stawel still a great quantity of large timber to cut?" Your answer was, "Yes." What answer do you wish to substitute for that?—It is small timber in general upon his estates.

You were asked, "Now Mr. Wey?" Your answer was, "He has thinned his at Stanstead Park." What do you wish to add to that?—He has but little, and it is principally small.

You were asked, "Has not the Duke of Richmond still a good quantity to cut?" Your answer was, "Yes." Do you wish to add anything to that?—It is principally small; he has got some navy timber, but the principal part of what he has upon his estate is small.

You were asked, "You have been a considerable dealer, we find, by the quantity you buy; have you ever found any difficulty in purchasing the quantity of timber you have wanted?" and you said "No." Do you wish to alter that answer?—I should wish my answer to stand, No, not of moderate sized timber.

The next question is, "Are you one of the gentlemen that apprehend a scarcity of timber, either for the navy or for the merchants' service?" Your answer was, "I do not think there is." How do you wish to correct that?—I do not think there is a supply of navy timber; there is a great quantity of small timber on hand; the supply of navy timber is short.

Is that the purport of the alteration you dictated to Mr. Lavie's clerk?—Yes.

You mean to state, that that is the purport of the alteration you desired Mr. Lavie's clerk to put down in pencil?—Yes.

Then you did not tell Mr. Lavie's clerk to put down "there is no scarcity according to the present demand?"—No, I did not.

Committee.]—Do you mean positively to say, you did not use those words, or that you do not recollect using them?—I told Mr. Lavie's clerk to put down the words.

What instructions did you give him to put what down there?—What is put down there.

Mr. Harrison.]—Then I find it written here in pencil, "I do not think there is a scarcity according to the present demand;" that is what you told him?—Yes.

Committee.]—Did Mr. Lavie's clerk suggest any one word to you whatever?—No, I told him what to put down.

Mr. Harrison.]

Mr. Harrison.]—Then what you told him on Friday was, that there is no scarcity according to the present demand?—I think there is no scarcity of any kind of timber at this time, now there is peace.

Mr. William Stovald.

You were asked "You say there is no present scarcity of timber for either the merchant or naval service," and your answer was, "No?"—There is no scarcity at the present demand either of small, middling or large.

What do you mean by the present demand?—The orders that I consider now given.

Committee.]—Do you mean a peace demand?—Yes; the quantity demanded.

Mr. Harrison.]—What do you understand by the quantity demanded?—The quantity demanded for the navy.

What is the quantity demanded for the navy?—I cannot say.

Another question was, "Have you ever been obliged, with a view to the quantities you have purchased, to go out of your general and ordinary connections," your answer was, "No;" now what do you wish to add to that?—That is right.

Committee.]—You have nothing to add to that you are quite sure?—Yes.

You are quite sure you did not suggest any alteration to that answer?—No, I have not been obliged to do it; but I have gone from home and purchased timber in different counties.

Do you wish to make any alteration to that answer?—No.

Did you suggest any alteration to that answer to Mr. Lavie's clerk?—I do not recollect; I might; I cannot recollect; I have got no minutes.

The next question is, "Then am I right in supposing, that without any new discoveries, there is plenty of timber in the country? Yes; both for present use and for future use? Yes."—Yes; at the present demand, I mean.

Another question was, "Then though you think you could now command a considerable quantity of timber, I understand you to say, that if the demand should go on in future years, there must be a decline of the quantity?" Your answer was, "I consider there is timber enough for the supply, if people were inclined to sell at the present price, and a supply for the future." What alteration do you propose there?—At the present demand.

Your answer was, "I consider there is timber enough for the supply, if people were inclined to sell at the present price, and a supply for the future;" and you wish to add, "of middle sized timber?"—Yes.

The next question is, "The demand has, in fact, diminished the quantity, you say, of large timber?" Your answer was, "I think there is not so much navy timber as there was ten years ago, still I think there is enough for the navy and the coasting trade;" what alteration do you propose there?—At this present demand.

And you tell me, you do not know what the demand is?—No, I cannot say.

You were asked, "You stated you thought the supply would be equal to the demand in future years, as well as at present;" do you mean the demand at the present moment, or the full demand in the time of war? The demand at the present moment has a very good supply; then you mean the reduced demand at the present moment?—There is a slack demand at the present moment; there is timber enough to go into market, I think, and rather more? I mean of middle-sized timber, and small timber.

Mr. Patrick Maitland, Called in; and Examined by Mr. SPANKIE.

Mr. Patrick Maitland.

You have resided in India some years?—Two and twenty years.

Were you in business there?—Yes, I was.

In what part of India?—In Calcutta.

You are acquainted with the nature of the trade carried on between Great Britain and India?—Yes, I am.

Are you acquainted with the use of teak-built ships in the trade of India?—Yes.

In your opinion, is it important to the trade with India, that those ships shold be admitted into the trade?—I think it is very important.

Will you explain in what respects you consider those ships as important to the trade between the two countries?—I must request some indulgence in giving an answer to so sweeping a question, as I came into this room without knowing I should have to give my opinion to the Committee on this subject. I consider the teak

Mr. Patrick Maitland.

ships as affording the means of giving the cheapest rate of freight, which I consider absolutely necessary for carrying on any trade with advantage.

Any trade with India?—Any trade in the world.

Is that opinion formed with reference to the expense at which those ships can be navigated; do you take into your consideration at all, the expense at which the ships can be navigated?—Yes; I do.

Which of the two countries do you consider to be the exporting country?—Chiefly from India to England.

In what respect do you consider it important to the merchant of India to have his tonnage on the spot there, and of Indian-built ships?—I consider it of much greater importance to the nation in general, than to the merchant.

In what manner do you consider the merchant benefited by having the command of tonnage there, or what disadvantage would it be to expect that tonnage from England?—It would give him great facility in making his arrangements in his speculations for England.

Do you conceive, that a merchant in India would be likely to export in the same degree, if he were obliged to depend on tonnage from England?—I certainly do not; not in the same degree.

What are the goods which have generally been imported into this country in the private trade?—Indigo is the most valuable; of the gruff goods, cotton, sugar and pepper.

Explain why you think the merchants of India would not be enabled to export, if they were to depend upon the tonnage from England?—I did not say they would be unable to export, but they would not export to so great an extent; the goods that are exported from Calcutta are not produced in that town, they are procured by advances which must be laid out sometimes twelve months before, and no merchant would make those advances, without knowing that he had a chance of procuring freight to transport them to England, in addition to the precarious chance of sale in Calcutta.

Have you ever known any inconvenience experienced by the merchants in India, for the want of suitable tonnage?—Yes, I have known very great inconvenience.

In what respects do you mean?—Having goods lying on hand upwards of six or eight months, without a conveyance to London.

From your knowledge of the commerce between the two countries, do you think an adequate supply of tonnage would be likely to go from England to India?—I think more might sometimes go than would be required; the thing is to have it when it is required.

Do you think if more were sent than was required, and consequently disappointments occurred to the freighters of such ships, that they would be likely to send other ships?—No, I do not think they would, of course.

Would not then those disappointments tend to decrease the quantity of tonnage sent to India from England?—Certainly, and might have the effect of leaving them without any.

Have you had any experience of the trade carried on by the extra ships, taken up by the Company, for the purposes of the private trade?—Yes.

Was it found that those extra ships answered the demands of the merchants in India?—The mode in which they were supplied occasioned great incovenience in Calcutta.

Had the merchants been enabled to supply themselves there with tonnage, could they have exported to England with advantage?—Frequently they could.

Have you any knowledge of the comparative expense of shipping on board country ships, and in ships built in the river Thames going to India?—It is a thing that has varied so much, particularly of late, that I cannot say which is most expensive.

Which of the two, generally speaking, could be supplied to the merchant, at the cheapest rate, in your opinion?—The Indian ship.

From the nature of the trade between the countries, which would form the largest component part of a voyage out and home, the homeward voyage or the outward voyage?—The homeward voyage certainly; I think the outward freight is considered only one-third of the other.

Are you acquainted with the nature of the India-built ships, so as to speak to the repairs requisite for such ships?—In general the repairs in the river Thames of India-built ships have been considered very expensive.

Do

Mr. Patrick Maitland.

Do you conceive that navigating those ships with British seamen would make any considerable difference in the expense of sending them to sea?—No, I should imagine not.

And such a circumstance would not be likely to enhance the freights?—No, I think not.

Supposing the India-built ships excluded from the trade between the two countries, do you conceive that those goods which would be brought home in the India-built ships would be likely to find their way to England in an English-built ship?—Part of them might; but a great proportion of them would find their way to Europe in foreign ships.

A considerable trade is carried on with British India by the Americans?—Formerly there was.

Some by the Swedes and Danes?—Yes.

Do you conceive the trade so carried on by those nations would be carried on by British subjects in India, if they had the facilities of their own built ships?—Yes, I do.

Can you tell whether any part of the capital from which that trade is produced, is founded on the remittance of fortunes from India to England?—Certainly, part of it is.

Do you conceive it material, both for India and for British subjects there, that they should have facilities in bringing home those fortunes to England?—I think it is of much greater importance to the nation than it is to individuals.

Explain how you mean?—I think it would be giving an unjust monopoly to the English shipbuilders, to the injury of the British seamen.

In your opinion, would fewer British ships, navigated by British seamen, be employed in the trade altogether?—More, certainly.

More, in case the teak-ships were introduced?—Yes.

And fewer in case they were not?—And fewer in case they were not; it would be in the hands of foreigners in case they were not.

Can you tell us, whether the produce of India is such as is consumed in this country, or intended chiefly for the continental market?—Part for both.

Can you tell us what proportion, speaking generally?—I am not prepared to answer that question.

A large proportion is intended for the continent?—A large proportion for the continent, certainly.

If the teak ships were allowed to be introduced into the trade, do you think that the merchants of England would be enabled to carry on a competition successfully with the Americans, Swedes, Danes, and other nations who carry on that trade?—Yes, they would.

Do you think that competition could be maintained, if teak ships were excluded from the trade between England and India?—It could not be so well maintained.

How long have you been acquainted with the trade between the two countries?—I have been established in a house of business in India two-and-twenty years.

I suppose then, you can remember almost the first introduction of what is called the direct private trade between India and England?—I think it was about that time.

Has it increased in that time?—Certainly.

Can you tell whether that has been a trade in which the East India Company have largely embarked, or whether it has generally been carried on by individuals through the Company?—The East India Company cannot have any thing to do with that, because it ceases to be private trade, if it is the Company's.

Do you mean to state to us, that the private trade carried on is different from the Company's trade, and independent of the Company?—Certainly I do.

Then do you conceive, that without the facility of India ships that private trade could have existed, or can be maintained?—It certainly can be maintained, in a small degree, but it would be very much curtailed.

In your opinion, would the encouragement of the trade in the teak-built ships ultimately tend to the consumption of British commodities in India, by furnishing them there at a cheap rate?—Yes, I think it would.

Has the introduction of British commodities into India experienced any and what discouragements, from the nature of the mode in which the trade has hitherto been carried on?—If the freights had been lower, the exports certainly would have been

Mr. Patrick Maitland.

greater to India than they have been, consequently the natives would have consumed more of the English manufactured goods.

Then what effect will the employment of teak-built ships have upon the consumption of British commodities in India, in the way of encouragement?—By the reduction of the freight outwards.

And supplying the commodities consequently at a cheaper rate?—At a cheaper rate!

Has the trade been carried on between the ports of British India and America, and the foreign parts of Europe, to any considerable extent within your experience; have the Danes, Swedes and Americans, entered largely into the trade with British India?—Formerly, but not of late; except the Portuguese, no nation has carried on the trade largely.

Do the Portuguese carry on any considerable trade to our settlements?—Yes, they do.

In your opinion, are the advantages of the teak-built ships such, that if they were excluded from the ports of England they would be employed by those foreign nations you have mentioned?—Most certainly they would, and to my knowledge they are employed.

Can you tell us, whether if the trade were regulated upon advantageous terms for India, India is capable of supplying many articles, particularly raw materials, adapted to the demand of England or Europe?—Certainly a good many articles are produced that are fit for the demand of Europe.

Is cotton shipped much from Calcutta?—A good deal from Calcutta, I believe not so much as from Bombay, but a great deal from Calcutta.

Has the demand for silk been increased from India, by the facility of the Indian trade?—Not so much as the gruff goods; silk can afford to pay a higher rate of freight.

Is there much facility in India for the production of silk?—Yes, there is; almost any quantity, if the Company had not discouraged individuals from erecting filatures.

Can you state, whether silk could be supplied from India as advantageously as from other parts, from which it is imported into England, if due encouragement were given to the introduction and improvement of it?—Some kinds of silk have never been made in India; I doubt whether it would answer generally, as you state it.

My question was, whether India was capable of supplying any quantity of silk for the English market?—Yes; and I answered, that it could be supplied in any quantity.

Upon that I asked you, whether it was capable of being so improved, either in its texture or mode of cultivation, as to be better adapted to enter into competition with the best that is used in England from other countries?—It might be very much improved, certainly.

In your opinion, would the introduction of teak ships afford encouragement generally to the productions of India in carrying them to the English market?—Undoubtedly it would; it would prevent their going to a foreign market.

Would that afford any advantage to individuals having occasion to make remittances from India to England?—I have never known any difficulty exist in making remittances from India.

What I ask is, would it be any advantage to an individual remitting from India, if an article of commerce, through which that remittance could be made, was introduced?—It can make very little difference to the purchaser of a bill, whether he buys it from a Dane, or from a native of any other country, provided the bill is a good one.

In your opinion, would it be more advantageous to the country that that remittance should be made in the produce of the country than in any other mode?—It is of the greatest advantage to England that the remittance should be made direct here; to the remitter it is of little consequence, provided he is well secured.

I think you said, in one of your former answers, it made a considerable difference to India?—Much more to England, I think.

In your opinion, would it be practicable to exclude foreigners from trading with the ports of India, without great injury to India as a producing country?—That is an extensive question of finance I am scarcely, at present, prepared to go into.

Supposing

Mr. Patrick Maitland.

Supposing the trade in those articles which might be brought to the English market, and which would be brought to a foreign market in certain cases, were cut off altogether, would it be a disadvantage to India?—It would be a great advantage to England to have the whole trade brought here, and not to go to foreign countries; I do not consider the advantage to subsist alone in duties.

Supposing duties or prohibitions were imposed in India upon foreigners resorting there, do you conceive that trade from which they would be excluded, would come to England, unless by the facility given by the teak-built ships?—Part of it might, but it would be reduced.

You have stated, that you know instances of foreigners employing teak ships?—I know instances of the Portuguese employing them.

Any other instances?—Formerly there were many other instances; there were many under Danish and Swedish colours.

Then in case of a general peace, in your opinion would the trade between those countries and British India be revived, in case the teak ships were excluded from the trade between England and India?—Certainly it would.

The following ACCOUNT and PAPERS were read:

(90.)—Account of the Prices per ton at which Ship Builders in the Private Yards in the Thames and at the Out Ports, have offered to build ships of the Line, Frigates, &c.

(91.)—Forms of Advertisements for building, in Private Yards, Ships of the Line, Frigates, &c.

— (90.) —

Navy Office, 10th June 1814. } AN ACCOUNT of the Prices per Ton at which the different SHIP BUILDERS, in the Private Yards in the *Thames* and at the *Out Ports*, have from time to time offered to build Ships of the Line, Frigates, and other Vessels of War, for the last Five Years, whether of Oak or Fir; with the Names and Descriptions of such Persons, and the Dates of their Offers respectively.

Date of the Offer.	By Whom made.	Description.	Where Resident.	Description of SHIP or VESSEL tendered for.	Whether of Oak or Fir.	Price per Ton asked by the Builders.
				N°		£. s. d.
1809: 26 Oct.	Mr. John Lowes - -	Ship Builder	Sandgate -	1 Cutter of 200 tons -	Oak	11. 0. 0.
—	- William Baker -	— —	D° - - -	1 — - - — - -	—	11. 0. 0.
—	- John King - -	—	Upnor - -	4 — - - — - -	—	14. 5. 0.
—	Messrs. Brindley - -	—	Frinsbury -	1 — - - — - -	—	15. 0. 0.
—	- D° - - -	—	Lynn - -	1 — - - — - -	—	14. 10. 0.
—	Mr. Robert Davy -	—	Topsham -	1 — - - — - -	—	13. 0. 0. if built in 5 months. 12. 0. 0. - - - 6 —
—	- J. Warwick - -	—	Eling - -	1 — - - — - -	—	15. 0. 0.
—	- J. Pelham - -	—	Frinsbury -	2 — - - — - -	—	14. 10. 0.
—	- W. Wallis - -	—	Blackwall -	2 — - - — - -	—	15. 10. 0.
—	Mrs. Mary Ross - -	—	Rochester -	1 — - - — - -	—	14. 10. 0.
31 - -	Mr. John Cock - -	—	Dartmouth -	1 — - - — - -	—	12. 0. 0.
1810: 26 Dec.	Messrs. Tyson & Blake -	—	Bursledon -	1 Frigate of 1,071 tons to carry 38 guns -	—	22. 10. 0.
—	- Parsons & Son -	—	Warsash -	1 D° - - D° - -	—	23. 0. 0.
27 - -	Mr. D. List - -	—	Fishbourne Isle of Wight	1 D° - - 943 tons to carry 36 guns -	—	22. 0. 0.
1811: 30 May	Mr. J. Pelham - -	—	Frinsbury -	1 Ship of 1,189 tons to carry 50 guns -	—	27. 0. 0.
—	Mrs. Mary Ross - -	—	Rochester -	1 — - - — - -	—	35. 0. 0.
—	Messrs. Brindley - -	—	Frinsbury -	1 — - - — - -	—	33. 10. 0.
—	Mr. John King - -	—	Upnor - -	1 — - - — - -	—	36. 0. 0.
16 Sept.	- William Taylor -	—	Bideford - -	1 Brig of 382 tons - -	—	15. 10. 0.
19 - -	- John King - -	—	Upnor - -	2 — - - — - -	—	18. 10. 0.
—	Messrs. Brown & Olier	—	Plymouth -	1 — - - — - -	—	17. 10. 0.
—	Mr. J. Bailey - -	—	Ipswich - -	2 — - - — - -	N° 1 at / 1 at	18. 0. 0. if built in 8 months. 17. 10. 0. - - - 12 —
—	- E. Larkin - -	—	Lynn - -	1 — - - — - -	—	17. 10. 0.
—	- J. Pelham - -	—	Frinsbury -	1 — - - — - -	—	18. 0. 0.
—	- D. List - - -	—	Fishbourne Isle of Wight	1 — - - — - -	—	16. 10. 0. if built in 10 months. 16. 0. 0. - - - 12 —
—	Mrs. Mary Ross - -	—	Rochester -	1 — - - — - -	—	18. 10. 0.

(90.)—Account of the Prices per Ton for building Ships of the Line, Frigates, &c. in Private Yards—*continued.*

Date of the Offer.	By Whom made.	Description.	Where Resident.	Description of SHIP or VESSEL tendered for.	Whether of Oak or Fir.	Price per Ton asked by the Builders.
				N° Tons.		£. s. d.
1811: 19 Sept.	Messrs. Brindley	Ship Builder.	Frinsbury	1 Brig of 382	Oak	18. 10. 0.
—	Mr. J. Warwick	—	Eling	1 —	—	17. 10. 0.
—	R. Davy	—	Topsham	2 —	—	15. 15. 0.
—	W. Good	—	Bridport	4 —	—	16. 16. 0.
1812: 8 Jan.	Messrs. Brindley	—	Frinsbury	1 50-gun Ship, 1,189	—	33. 10. 0.
—	Mr. J. Pelham	—	D°	1 —	—	31. 0. 0.
—	W. Good	—	Bridport	4 Gun-Brigs of 179	—	18. 0. 0.
—	Mrs. Mary Ross	—	Rochester	1 —	—	18. 0. 0.
—	Mr. E. Larkin	—	Lynn	2 —	—	18. 0. 0.
—	Messrs. Bussell & Son	—	Lyme Regis	1 —	—	18. 0. 0.
—	Mr. T. Hills	—	Sandwich	2 —	—	18. 0. 0
—	J. Bayley	—	Ipswich	1 —	—	18. 10. 0.
—	Messrs. Brindley	—	Frinsbury	2 —	—	18. 0. 0.
—	Mr. J. King	—	Upnor	1 —	—	19. 0. 0.
—	Messrs. Muddle	—	Gillingham	1 —	—	20. 0. 0.
—	Mr. R. Newman	—	Dartmouth	1 —	—	20. 0. 0.
11	Messrs. Tyson & Blake	—	Bursledon	2 —	—	18. 0. 0.
13	Mr. B. Hobbs	—	Redbridge	2 —	—	18. 0. 0.
16	D°	—	D°	1 —	—	18. 0. 0.
21 May	Messrs. Barnard & Roberts	—	Deptford	1 36-gun Frigate, 930	Fir	25. 0. 0. if of Yellow Pine 26. 0. 0. — Red Pine
—	Wigram & Green	—	Blackwall	2 —	—	26. 0. 0. of Red Pine
				1 —	—	25. 0. 0. — Yellow Pine
—	Mr. Daniel List	—	Fishbourne, Isle of Wight	1 —	—	23. 10. 0. — Red Pine
—	Messrs. Pitcher & Son	—	Northfleet	1 —	—	26. 10. 0. — Red Pine
—	Mr. P. E. Mestaer	—	Rotherhithe	2 —	—	25. 4. 0. — Yellow Pine
—	Messrs. Brindley	—	Frinsbury	1 —	—	23. 10. 0. — Yellow Pine
				1 —	—	24. 10. 0. — Red Pine
—	Mr. J. Bayley	—	Ipswich	1 —	—	25. 0. 0. — Yellow Pine
—	J. Pelham	—	Frinsbury	1 —	—	25. 0. 0. — Red Pine
—	Mrs. Mary Ross	—	Rochester	1 —	—	26. 10. 0. — D° 25. 0. 0. — Yellow Pine
26	Mr. John King	—	Upnor	1 —	—	25. 0. 0. — Red Pine
1 July	William Wallis	—	Blackwall	1 —	—	25. 5. 0. — D°
17 June	R. Davy	—	Topsham	2 Bombs of 325	Oak	23. 0. 0.
29	W. Taylor	—	Bideford	1 —	—	23. 10. 0.
15 July	W. Good	—	Bridport	2 —	—	23. 0. 0.
23 Nov.	R. Chapman	—	Bideford	1 Brig Sloop of 382	—	15. 10. 0.
26	R. Davy	—	Topsham	1 —	—	16. 0. 0.
				2 — 179	—	19. 0. 0.
—	J. King	—	Upnor	1 — 382	—	17. 0. 0.
—	E. Adams	—	Bucklershard	1 —	—	17. 0. 0.
—	Messrs. Richards & Co.	—	Heath, near Southampton	1 — 179	—	19. 0. 0.
—	Garrett & Westbrook	—	Blackwall	1 — 382	—	17. 10. 0.
—	Mr. J. Kidwell	—	Cowes	1 —	—	15. 10. 0.

Government finding the Timber, and the Contractor paying for it, at the rate of £. 12 per load for the Red Pine, and £. 10 per load for the Yellow Pine.

(90.)—Account of the Prices per Ton for building Ships of the Line, Frigates, &c. in Private Yards—*continued.*

Date of the Offer.	By Whom made.	Description.	Where Resident.	Description of SHIP or VESSEL tendered for.	Whether of Oak or Fir.	Price per Ton asked by the Builders.	
				No. Tons.		£. s. d.	
1812: 26 Nov.	Mr. R. Newman - -	Ship Builder.	Dartmouth -	1 Brig Sloop of - 382	Oak	17. 15. 0.	
—	Messrs. Bussell & Son -	—	Lyme Regis -	1 — - - -	—	16. 10. 0.	
—	- - Pitcher & Sons -	—	Northfleet -	1 — - - -	—	15. 15. 0.	
—	Mr. B. Adams - -	—	Bucklershard	1 — - - -	—	17. 10. 0.	
—	- J. Bayley - -	—	Ipswich -	2 — - - -	—	16. 0. 0.	
—	Mrs. Mary Ross - -	—	Rochester -	1 — - - -	—	16. 0. 0.	
—	Messrs. Hobbs & Hellyer	—	Redbridge -	1 — - - -	—	16. 0. 0.	
2 Dec.	Mr. J. Barton - -	—	Limehouse	2 36-gun Frigates of 930	Fir	22. 5. 0.	of Yellow Pine
—	- J. King - - -	—	Upnor -	1 38 - - 1,062	—	25. 10. 0.	- Red Pine
—	- E. Adams -	—	Bucklershard	1 — - - -	—	24. 10. 0.	D°
—	Mrs. Mary Ross - -	—	Rochester -	1 — - - -	—	24. 0. 0.	D°
—	Mr. J. Pelham - -	—	Frinsbury -	1 36 - D° - 930	—	23. 10. 0.	- Yellow Pine
—	- W. Wallis - -	—	Blackwall -	1 — - - -	—	23. 0. 0.	D°
				1 38 - D° - 1,062	—	24. 0. 0.	- Red Pine
—	- J. Parsons - -	—	Warsash -	1 — - - -	—	24. 5. 0.	D°
—	- B. Adams - -	—	Bucklersbard	1 — - - -	—	24. 10. 0.	D°
—	Messrs. Barnard & Roberts	—	Deptford -	2 — - - -	—	24. 0. 0.	D°
—	Mr. D. List - - -	—	Fishbourne, Isle of Wight	1 — - - -	—	24. 0. 0.	D°
—	Messrs. Wigram & Green	—	Blackwall -	5 — - - -	—	23. 0. 0.	D°
—	- - Pitcher & Sons -	—	Northfleet -	2 — - - -	—	24. 0. 0.	D°
16 - -	Mr. B. Adams - -	—	Bucklershard	1 Sloop of - 454	Oak	18. 10. 0.	
—	- E. Adams - -	—	- D° -	1 — - - -	—	18. 5. 0.	
—	- R. Davy - - -	—	Topsham -	1 — - - -	—	18. 10. 0.	
—	Messrs. Brindley - -	—	Frinsbury -	1 — - - -	—	17. 15. 0.	
—	Mr. J. Bayley - -	—	Ipswich -	1 — - - -	—	19. 0. 0.	
—	Mess. Garrett & Westbrook	—	Blackwall -	1 — - - -	—	19. 5. 0.	
—	Mr. W. Cortney - -	—	Chester -	1 — - - -	—	17. 10. 0.	
21 - -	- W. Taylor - -	—	Bideford -	1 — - - -	—	17. 10. 0.	
30 - -	Messrs. Chapman & Ellis	—	- D° -	1 — - - -	—	17. 10. 0.	
1813: 2 Jan.	- - Wigram & Green	—	Blackwall -	2 40-gun Frigates of 1,238 tons	Fir	26. 0. 0.	of Red Pine
12 - -	- - - D° - -	—	D° -	1 — - - -	—	26. 0. 0.	D°
4 Feb.	Mr. J. King - - -	—	Upnor -	1 Sloop of - 454	Oak	19. 0. 0.	
—	- B. Adams - -	—	Bucklershard	2 — - - -	—	19. 0. 0.	
—	- E. Adams - -	—	- D° -	1 — - - -	—	19. 0. 0.	
—	Messrs. Brindley - -	—	Frinsbury -	2 — - - -	—	19. 0. 0.	
—	Mr. J. Bayley - -	—	Ipswich -	2 — - - -	—	20. 0. 0.	
—	- J. Warwick - -	—	Eling - -	1 — - - -	—	19. 10. 0.	
—	- R. Newman - -	—	Dartmouth -	1 — - - -	—	17. 17. 0.	
—	- W. Bottomby, *jun.* -	—	Lynn - -	1 — - - -	—	21. 0. 0.	
—	- W. Gibson - -	—	Hull - -	1 — - - -	—	18. 10. 0.	

Government finding the Timber, and the Contractor paying for it, at the rate of £. 12 per load for the Red Pine, and £. 10 per load for the Yellow Pine.

D°

(90.)—Account of the Prices per Ton for building Ships of the Line, Frigates, &c. in Private Yards—*continued*.

Date of the Order.	By Whom made.	Description.	Where resident.	Description of SHIP or VESSEL tendered for.	Whether of Oak or Fir.	Price per Ton asked by the Builders.
1813:				N°		£. s. d.
4 Feb.	Messrs. Kidwell & Cadman	Ship Builder	Itchenor, near Southampton	2 Sloops of 454 tons	Oak	18. 0. 0.
—	Mr. W. Cortney	—	Chester	2 —	—	19. 7. 6.
—	P. E. Mestaer	—	Rotherhithe	3 —	—	20. 0. 0.
23	W. Taylor	—	Bideford	1 — 444	—	22. 5. 0.
24	J. Bayley	—	Ipswich	1 —	—	21. 17. 6.
—	W. Cortney	—	Chester	2 —	—	21. 17. 6.
—	R. Davy	—	Topsham	1 —	—	22. 10. 0.
—	W. Bottomly, jun.	—	Lynn	1 —	—	21. 17. 6.
—	J. Pelham	—	Frinsbury	1 —	—	23. 10. 0
—	Messrs. Brindley	—	D°	2 —	—	23. 0. 0.
—	Mr. B. Adams	—	Bucklershard	2 —	—	21. 17. 6.
—	Messrs. Hobbs & Hellyer	—	Redbridge	1 —	—	22. 10. 0.
—	Larkin & Spong	—	Lynn	1 —	—	22. 10. 0.
—	Kidwell & Kadman	—	Itchenor, near Southampton	1 —	—	22. 15. 0.
—	Mr. P. E. Mestaer	—	Rotherhithe	2 —	—	22. 17. 6.
2 Sept.	W. Wallis	—	Blackwall	1 — 382 tons	—	15. 5. 0.
—	R. Davy	—	Topsham	1 —	—	15. 10. 0.
—	R. Newman	—	Dartmouth	2 —	—	15. 10. 0.
—	W. Taylor	—	Bideford	1 —	—	15. 10. 0.
—	W. Wabbey	—	Topsham	1 —	—	15. 4. 0.
—	Mrs. Mary Ross	—	Rochester	1 —	—	15. 5. 0.
—	Mr. B. Hobbs	—	Redbridge	1 —	—	15. 10. 0.
—	J. Bayley	—	Ipswich	2 —	—	15. 0. 0.
—	B. Adams	—	Bucklershard	1 —	—	15. 7. 6.
—	D. List	—	Fishbourne Isle of Wight	2 —	—	15. 0. 0.
—	Messrs. Pitcher & Sons	—	Northfleet	1 —	—	18. 0. 0.
—	Mr. W. Darkin	—	Southampton	1 —	—	16. 10. 0.
—	J. King	—	Upnor	1 —	—	18. 10. 0.
—	Messrs. Larkin & Spong	—	Lynn	1 —	—	14. 14. 6.
—	Barnard & Roberts	—	Deptford	1 —	—	15. 0. 0.

N. B. No Ships of the Line were advertised to be built within the last five years.

HEN^Y PEAKE. J. TUCKER. R. SEPPINGS.

(91.)—FORMS

—(91.)—

Navy-Office, 10th June 1814. FORMS of ADVERTISEMENTS for building, in the Private Yards in the River Thames and the Out Ports, SHIPS OF THE LINE, FRIGATES, and other VESSELS of WAR; for the last Five Years; whether Oak or Fir.

(91.)—A.

Contract for building Cutter.

Navy-Office, 20th October 1809.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday next at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building *Cutters* of about 200 Tons burthen each.

A Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £.500, for the due performance of the Contract for each Cutter.

(91.)—B.

Contract for building Four Frigates.

Navy-Office, 15 December 1810.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 27th instant, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building *Four Frigates* in Merchants' Dock Yards; to be finished in Eighteen Months.

Draughts of the Frigates, with a Form of the Tender, may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 2,000. for the due performance of the Contract for each Frigate.

(91.)—C.

Contract for building Two Fifty-Gun Ships.

Navy-Office, 16th May 1811.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 30th instant, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building for His Majesty Two Ships of War, to carry *Fifty Guns* each.

A Draught of the Ships, with a Form of the Tender, may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £.4,000. for the due performance of the Contract for each Ship.

(91.)—D.

Contract for building Four Brig Sloops.

Navy-Office, 4th September 1811.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 19th instant, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building Four *Brig Sloops*, of the burthen of about 382 Tons each.

A Draft of the Vessels and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £.600. for the due performance of the Contract for each Vessel.

(91.)—E.

Contracts for building a Fifty Gun Ship, and Twelve Gun Brigs.

Navy-Office, 20th December 1811.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Wednesday the 8th of January next, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building a *Fifty Gun Ship*, and Twelve *Gun Brigs* of 179 Tons burthen each.

A Draught of the Ship and Brigs, and a Form of the Tender, may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 4,000. for the due performance of the Contract for the Fifty Gun Ship; and £. 500 for the due performance of the Contract for each of the Gun Brigs.

(91.)—F.

Contract for building a Fifty Gun Ship.

Navy-Office, 17th April 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 7th of May next, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building a *Fifty Gun Ship*.

A Draught of the Ship and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 4,000. for the due performance of the Contract.

(91.)—G.

Contract for building Six Fir Frigates.

Navy-Office, 7th May 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 21st instant, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building Six *Fir Frigates*, to carry 36 Guns each. The Fir Timber is to be supplied from such of His Majesty's Dock Yards as may be agreed upon, from whence it is to be taken at the risk and expense of the Merchant Ship-builder, and the value of the Fir Timber at a rate per load to be fixed by the contracting Parties, is to be abated from the payments to be made for building the Frigates. Twelve months will be allowed for building the Frigates.

A Draught of the Frigates and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 2,000. for the due performance of the Contract for each Frigate.

(91.)—H.

Contract for building a Frigate at Liverpool.

Navy-Office, 20th May 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 11th of June next, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building at Liverpool, a *Frigate* to carry 36 Guns. The Tenders must contain a Price for building the Ship of Oak Timber, and also a Price for building her of Fir Timber.

A Draught of the Ship and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 2,000. for the due performance of the Contract.

(91.)—I.

Contract for building Four Bomb Vessels.

Navy-Office, 3d June 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Wednesday the 17th instant, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building Four *Bomb Vessels* of the burthen of about 325 Tons each.

A Draught of the Vessels, and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 600. for the due performance of the Contract for each Vessel.

(91.)—K.

Contract for building Two Bomb Vessels.

Navy-Office, 18th June 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Wednesday the 1st of July next, at one o'clock, they will be ready to treat with such Persons as may be willing to contract for building Two *Bomb Vessels* of about 325 Tons burthen each.

A Draught of the Vessels and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 600. for the due performance of the Contract for each Vessel.

(91.)—L.

Contract for building Two Bomb Vessels.

Navy-Office, 2d July 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Wednesday the 15th instant, at one o'clock, they will be ready to treat with such Persons as may be willing to contract for building Two *Bomb Vesssls* of the burthen of about 325 Tons each.

A Draught of the Vessels and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or any Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 600. for the due performance of the Contract for each Vessel.

(91.)—M.

Contracts for building Six Brig Sloops and Six Gun Brigs.

Navy-Office, 14th November 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 26th instant, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building Six *Brig Sloops* of about 382 Tons burthen each, and also for building Six *Gun Brigs* of about 179 Tons burthen each.

Draughts of the Vessels and a Form of the Tender may be seen at this Office. No Tender will be received after one o'lock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 600. for the due performance of the Contract for each Brig Sloop, and £. 500. for the due performance of the Contract for each Gun Brig.

(91.)—N.

Contracts for building Fir Frigates.

Navy-Office, 17th November 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Wednesday the 2d of December next, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building Eight *Fir Frigates* to carry 38 Guns each, and Two *Fir Frigates* to carry 36 Guns each. The Fir Timber is to be supplied from such of His Majesty's Dock Yards as may be agreed upon, from whence it is to be taken, at the risk and expense of the Merchant Shipbuilder; and the value of the Fir Timber, at a rate per load to be fixed by the contracting Parties, is to be abated from the payments to be made for building the Frigates. Twelve months will be allowed for building the Frigates.

Draughts of the Frigates, and a Form of the Tender, may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party, or an Agent for him, attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 2,000. for the due performance of the Contract for each of the Frigates.

(91.)—O.

Contract for building Six Sloops.

Navy-Office, 3d December 1812.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Wednesday the 16th instant, at one o'clock, they will be ready to treat with such Persons as may be willing to contract for building Six *Sloops* of about 450 tons burthen each.

A Draught of the Sloops, and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party, or an Agent for him, attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 800. for the due performance of the Contract, for each Sloop.

(91.)—P.

Contracts for building Sloops.

Navy-Office, 23d January 1813.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 4th of February next, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building Twenty *Sloops of War*. The Tenders must specify Prices for building the Vessels in Nine, Ten, Eleven and Twelve Months.

A Draught of the Vessels, and a Form of the Tender, may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party, or an Agent for him, attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 800. for the due performance of the Contract, for each Sloop.

(91.)—Q.

Contract for building Ten Sloops.

Navy-Office, 13th February 1813.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Wednesday the 24th instant, at one o'clock, they will be ready to treat with such Persons as may be willing to contract for building Ten *Sloops of War*, of the burthen of about 444 tons each; to be launched in Twelve Months.

A Draught of the Sloops, and a Form of the Tender, may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party, or an Agent for him, attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £. 800. for the due performance of the Contract, for each Sloop.

(91.)—R.

Contract for building Two Brigs.

Navy-Office, 16th August 1813.

THE principal Officers and Commissioners of His Majesty's Navy do hereby give Notice, That on Thursday the 2d September next, at one o'clock, they will be ready to treat with such Persons as may be willing to Contract for building Two *Brigs*, of about 382 Tons burthen each. The Frames are to have an additional Shift of Timber.

A Draught of the Brigs and a Form of the Tender may be seen at this Office. No Tender will be received after one o'clock, on the day of Treaty; nor any noticed, unless the Party or an Agent for him attends.

Every Tender must be accompanied by a Letter addressed to the Navy Board, and signed by Two responsible Persons, engaging to become bound with the Person tendering, in the Sum of £.600. for the due performance of the Contract for each Brig.

(Attested)

R. A. NELSON.

XIX.

Select Committee on East India-built Shipping.

Martis, 14° *die Junii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. Patrick Maitland, Called in; and further Examined by Mr. SPANKIE.

Mr. Patrick Maitland.

INDIA is a country, I believe, very subject to occasional famines?—Not in Bengal.

But in other parts of India?—Yes; Bombay, Ceylon and Madras.

Have you ever known the shipping of India employed for the purpose of carrying grain from one part of India to another, to relieve those calamities?—Yes, I have; very frequently, and to a great extent.

Has that proved beneficial to the natives of that country?—Undoubtedly it has.

Committee.]—Has not it happened, that in more than one instance you have considered the actual preservation of some parts of the population of India has depended upon the exports of grain from Bengal?—Yes, I have; in the last year, both at Ceylon and in Bombay.

Do you conceive that that advantage could be obtained in the same degree, without the encouragement of the native shipping of India?—Certainly not in the same degree; but there is a distinction between the native shipping and the country-built ships, belonging to Europeans.

You mean both?—Both.

Do you conceive that if the teak-built ships were excluded from the trade between England and India, that a sufficient encouragement would remain for the shipbuilding of India, applicable to such circumstances as you have mentioned?—The number of ships would certainly be diminished if they were to be prohibited from coming to England, and consequently the supply would be diminished.

On those occasions must not the relief be promptly afforded, in order to answer its intended purpose; would it be possible to wait till shipping were procured from a distant country, to obtain the advantages you mention?—Sometimes the delay of a week or ten days might occasion a ship losing a favourable monsoon and a voyage that might be performed in three weeks, might in that case take as many months.

Might not such a delay tend to disappoint the sufferers of relief altogether, or in a very considerable degree?—Yes; undoubtedly it might.

Are you acquainted with the effect of the climate of India upon European-built shipping; can you tell us how European-built ships stand the climate of India?—They do not stand it so well as India-built ships.

[*Cross-examined by Mr. Adolphus.*]

You have been two-and-twenty years in India, we understand you to say?—Yes.

Have you been in any way concerned in shipbuilding?—I never had any share in it myself; I never was directly interested in it myself, but I have advanced money to individuals for the purpose of being employed in shipbuilding.

Mr. Patrick Maitland.

Has that money been upon the terms of a loan, or with contingent advantage to be derived from the profit of the business?—Upon the terms of a loan; sometimes the ship has stood in my name, merely as a security for the money; but I have not had any interest, direct or indirect, in any shipbuilding establishments.

You have spoken of the repairs of the India ships in the Thames being very high?—Yes.

You know, therefore, I presume, the rate of the repairs in India?—I know something of them.

Are the India-built ships furnished with their sails and cordage of India manufacture?—Partly India and partly European; the light sails are India; the coarser are European.

The blocks, gun-carriages and other things; are they Indian or European?—The gun-carriages are made of Indian timber; the iron work chiefly English.

The iron and copper work in general; are they English or Indian?—The iron-work is generally European; but iron is manufactured in India, of inferior quality.

Is there such progress making in the arts and manufactures in India, as to make it reasonable to believe that all those commodities will be manufactured for ships in India?—Certainly not for many years.

What do you mean by many years; do you mean a century, or twenty years?—I mean from twenty to fifty years.

Does that answer apply to all the commodities about which I have been enquiring?—Yes, I think so; I include the copper, in my answer to the question.

Committee.]—Is there any copper found in India?—We have been in the habit of getting a good deal from Bussora and Java, but it is a different kind of copper, and would not answer the purpose; I believe the Java copper comes from Manilla.

You know of no copper found on the continent of India?—What comes from Bussora, I fancy, is found in Persia; there is none in Bengal; but I consider Bussora as in India.

Is copper also exported from South America into India?—I do not remember to have seen any in Calcutta.

Do you know of any ships that have sailed for the purpose of exporting such copper to India?—No, I do not.

You have said, in answer to a question, that the navigation of Indian ships by British seamen, would make no great difference in the expense; are British seamen unemployed to be obtained in India?—Not in war time, but they might in peace.

I think your experience goes to war time altogether almost?—Almost altogether.

If a ship is built in India, do you think it probable that even in time of peace she will find a crew of English hands ready to bring her home?—As they have found a very considerable part of their crews in war time, I should think they could find a whole crew in peace.

And therefore it is your opinion, that if teak ships were introduced, more British seamen would be employed in the Indian trade?—Undoubtedly.

Is it your opinion, that the employment of native seamen will diminish in proportion to the number of teak ships built?—I cannot see that it would have that effect.

Because you state that more British seamen would be employed?—Certainly; if there are a greater number of ships, there may be a greater number of both men employed.

You have spoken of the probability of foreigners employing teak ships, the Danes, Swedes, and Portuguese; do you not know that the Danes and Swedes, and the northern states of Europe, build their own ships much cheaper than they can get ships in India?—I know it; at the same time they have purchased ships in India, for their trade.

Committee.]—Have you sold ships to foreigners?—Last year I sold three ships to the Portuguese, for that service.

Teak ships?—Not all teak ships, India-built ships.

Mr. Adolphus.—I think you have stated, that the Portuguese are the only nation who have lately carried on a trade with India, to an unexampled extent?—I do not say to an unexampled extent; they are the only nation that have had an opportunity of carrying on trade during the war.

Did

Mr. Patrick Maitland.

Did not their trade extend according to their opportunities to carry it on?—It was extending very rapidly.

Would not that account for their suddenly wanting teak ships, which otherwise they would not want?—That would account for it; but they brought out old ships which were not fit to perform the voyage home, which they sold, and purchased teak ships, which were more durable.

You know, perhaps, that they have excellent wood, and facilities for building, in the Brazils?—Yes, I do know that.

And in Java?—They have very fine teak in Java.

And they have considerable facilities for shipbuilding in Java?—I do not know what establishments they have in Java for building ships, I rather think not.

You have mentioned the Portuguese, Danes and Swedes, that have teak ships, or at least that they have been navigated under their colours, I understand you to say?—I have known the Danes to have the actual property of the ships; the Swedes I know more by report than by other means.

How many instances of this kind have you known, many or few?—Many.

You spoke of a famine in some part of India last year; how many instances of that kind have you known in the last two-and-twenty years?—They have been frequent; I certainly cannot state how many there have been within the last two-and-twenty years; last year there was a very severe famine at Ceylon, where many thousands of the inhabitants perished for want.

So that those occasions may be calculated upon as of such frequent recurrence, as to make prudent men reckon upon them as part of their trade?—Yes.

Then they have been always hitherto provided for, by the means possessed by the country in its own trade?—Yes, they have.

Without the assistance of teak ships employed in the trade to England and back again?—No; those ships have been employed in that way also.

Without the assistance of those ships which came home to England, those calamities have been provided for?—No; those ships which have been so employed have been also employed in that way.

Ships which are for trade from India to England, will of course be as often absent as at home in India?—They ought to be more; the ship is a short time receiving her cargo, and a long time on her voyage.

Therefore it is merely by the accident of her presence, that she can be assisting in the case of a famine?—Yes.

And that may as well happen to an English-built ship, as an Indian ship?—It may, but ships that are sent out to India upon a specific voyage, cannot probably be applied to a different purpose.

Does that observation apply to the ships of the East India company alone, or to those of private traders?—It may be applied to both.

Are there not sufficient vessels employed in the trade of India merely, exclusive of the European trade, to answer all purposes that are reasonably to be expected there?—I think not; not so well.

Then there is an opening for shipbuilding for the Indian trade merely, exclusive of the European trade?—Undoubtedly, for the coasting trade of India.

Am I to understand, from the course of your examination, that the building of teak ships in India, will enable the subjects of Britain to monopolize the whole export trade of India?—Not the whole, but a great part of it.

A greater part than can be secured to them by any regulations of their own, exclusive of that employment?—I think so; double duties did not prevent the Americans from carrying on the trade.

Has the trade of India in general, with British subjects, been increasing during the twenty years you have been there?—Yes, certainly it has.

Rapidly?—It has increased very much; that is, from the whole of India being in our possession.

Supposing the tonnage employed in the country trade of India to be six-and-forty thousand tons, is there opening for a great deal more, and to what amount?—The demand for tonnage in India is sometimes very considerable, at other times it is very little; in the event of a famine there is not shipping enough. Sometimes there is too much.

But do you consider the tonnage already supplied sufficient for the country trade, or not?—I consider it sufficient for the country trade at present.

Mr. Patrick Maitland.

[*Examined by the Committee.*]

Do you know enough of the wear and tear of ships from experience, to say, whether it is at all likely that an English-built ship would stand the climate in India, in employment there, as well as a country-built ship?—She certainly would not stand it so well.

She would need more frequent repairs?—Yes.

And consequently be at more expense to the owner?—Yes; whilst abroad she would be a much heavier expense to the owners, and on her return, if she is in India any length of time, almost useless.

Then, putting out of the case the disadvantage of expecting tonnage from Europe, and not having it, if the merchant were to have British-built ships, he must have them there at a greater expense, and could not freight them so cheaply?—Yes.

You have been asked about the remittances of private fortunes, and the degree to which they furnish funds for the trade from India; you were a partner of one of the first houses of Calcutta, the house formerly Cockerel & Trail's, and now Palmer & Company?—Yes.

Can you state, what was about the average amount of your remittances on account of your house only, for which you drew bills upon London?—I think from five to seven hundred thousand pounds annually.

Yours was by no means the only great house in Calcutta which had an account of that sort?—I believe several others had large accounts.

Very large, were they not?—They must have been large accounts, certainly.

Have you any means of forming an estimate in your own mind, what might be the whole remittance account from Calcutta to London, to speak within compass?—I should suppose about four times that amount, or 2,000,000*l.* including ours.

About four times that amount, which you state to be remitted by your house?—Yes.

That would be between two and three millions per annum?—Yes.

Have you any doubt that that is the principal fund with which the trade from Bengal to England is carried on?—I do not know that it is the principal, I rather think it is not.

That remittance will of course find its way through the channels which will give the most favourable terms to the remitter?—Undoubtedly.

Have you any doubt that the terms you could give would be favourable, in proportion as you were at liberty to take your own means of making consignments from India?—Certainly, I have no doubt we could; if goods are sent directly to England they can be more hypothecated as a security to the bills sent to this country.

That is an advantage to the remitter?—Certainly.

What is the usual mode of selling them; by giving bills of lading indorsed, or how?—Bills of lading are sent to the consignment of the person who makes the remittance, till the bills are accepted in London.

Is it a great advantage to a house consigning against bills drawn, to be able to sort its cargoes, and to send them in its own shipping?—Undoubtedly.

In doing that, will not a house, in its own ship, always send a proportion of what is called gruff goods, or generally?—They must send some portion, if they are allowed to make their arrangements properly; they might send from themselves the whole proportions required, otherwise they must apply to other houses to make up the deficiency.

In looking out for freight for a ship, it is easy to get light goods and valuable, but not so easy to get gruff goods upon freight?—It depends entirely upon the state of the European market, from the latest accounts we have at that period; sometimes people are anxious to get gruff goods, and sometimes light goods.

It will often be worth the while of a house, dealing in remittances as yours did, to send gruff goods to England, to a mere saving market, for the sake of remittance; will it not?—We never sent any on our account, and it would not be worth our while to do it, being contrary to our principles; but we might give encouragement to others to ship such goods.

You mean it would not be worth your while to do it as merchants?—We were not merchants.

But you were in the habit of making advances to persons who were content to do it as merchants, with your means to induce them to do it?—To induce them to do it.

Even

Even when the market afforded little more than a saving price, it was done for the sake of remittance?—By the owner of the ship for the sake of a freight, and the house for making a remittance. *Mr. Patrick Maitland.*

Without looking to any market profit on the article beyond that?—Yes.

Consequently is not this remittance trade a mean by which this country acquires, at the cheapest possible rate, those raw materials or gruff goods of which you have been speaking?—Yes, undoubtedly; it does not follow of course that there is a remittance of fortunes, because it may be a remittance for a captain of an Indiaman, who buys a bill of me.

It is a remittance of money made in India, is it not by Europeans?—Yes.

Are there foreign channels always open to receive those funds, if there should be any obstruction in the British channels?—Not of late years, since the war.

Now the peace is coming, would there be such channels?—Certainly; and it will throw the exchange very high, those channels being open.

That is, you mean it will be favourable to the remitters in India, in consequence of the competition the foreign traders will have?—Yes.

Do you therefore now peculiarly, on the approach of peace, require that every facility should be given to the British remitter, in order to enable him to compete with the foreign remitter?—I think so, the country has a right to expect it.

Have you any doubt, that if the India ships were excluded from the trade between this country and India, the effect of that would not be, to throw a great proportion of that remittance into foreign channels?—Certainly, it would throw a great part of it into foreign channels.

Can you state what are the means actually possessed at Calcutta of shipbuilding, what are the number of yards, or slips, or docks?—There are half-a-dozen regularly established shipbuilders, with slips and docks.

They are completely private property, are not they?—Completely private property.

They could be multiplied, if necessary, could not they?—Yes, to any extent almost.

You never heard of a ship being coppered with any copper that was brought from Bussora?—Never; it cannot be put into that shape.

Did you ever hear of a bolt being made of that copper?—No.

Did you ever hear of a nail being made of that copper?—I do not recollect any instance of it; I believe it is principally employed in making utensils for the natives.

Do you know any thing of the Japan copper?—I have seen a good deal of it.

Is not the Japan copper merely brought from England in a particular shape?—No, I fancy not; some of it may have been carried out formerly by the Dutch, but not from England; I have seen a good deal from China.

You have been asked, about provision being made in the shipping of India, with a view to famines; would any merchant wisely make a provision of shipping, with a view to such an uncertainty as that of famine?—Certainly, not solely for that purpose; it affords the shipping occasional employment.

The means of meeting that calamity, depends entirely upon the promptitude with which the shipping can be supplied?—I cannot say entirely, but very much.

And if there was not that encouragement given to the building of shipping in India, and to the possession of shipping by natives and Europeans in India, when those exigencies occur, they could not be met effectually?—They could not be so effectually supplied, certainly.

The India trade in teak ships could be carried on as cheaply, according to the common expression, navigated according to law; that is, by having a proportion of British sailors on board, as if it was carried on by Lascars?—I think it could with great advantage to this country in peace time, giving employment to the British sailors, which in war might be turned over to the navy.

Is not there a great mortality among the British sailors, particularly at one season of the year, in the Bengal river?—Those that are kept in Diamond harbour, or Saugor, have been very unhealthy.

Upon the whole, do not you think that the climate of India is detrimental to the health of Europeans, in the situations of common sailors?—Certainly.

Upon the long run, do not you think that very extensive employment of common sailors in the Indian trade, would be likely to destroy more sailors than it would breed?—No, I do not think it would; besides regulations might be formed for employing natives while in harbour, to load and unload the ships.

Mr. Patrick Maitland.

Do you think it would be practicable to prevent the men from drinking to excess, and from walking in the sun, and other circumstances in India, which are known to be unfavourable to them?—It would be very difficult to prevent it any where.

And more in merchant ships than in ships regulated like ships of war, or the Company's ships?—Yes, than in ships of war.

From the general knowledge you have of the means of shipbuilding, if there was a demand in the course of one year or two for 53 large ships, do you think India has the means of supplying them?—I think Bengal and Bombay together, might supply them; 53 is a great quantity, certainly; too great a quantity; but with proper encouragement much might be done.

Supposing such demand at this moment, with the actual means they have, could they meet that demand?—They could not meet such a demand with the actual means they possess.

How many do you think they could actually lay down, with their present means, ships of war or 1,200 ton ships?—I am not aware of the means of Bombay; in Bengal I think they might build twelve, if each shipbuilder would build two, that is in the course of twelve months; the difficulty would be in procuring the timber in time.

What are the goods you generally speak of as gruff goods from Bengal?—Cotton, sugar, pepper, rice and saltpetre.

The ships you have in India, you generally consider as to be provided for the country trade?—Some of them have been built for carrying on the trade to Europe.

Previous to the last year, and the renewal of the charter, had they liberty to do that?—Previous to the last year they had; for the last twelve years.

Had they a right to do that?—They had occasionally indulgencies to send ships home, for the last twelve years, and some ships have been built for that purpose.

Have they been constantly employed in that trade only?—Not constantly employed in that trade; they have been occasionally employed in the other trade.

Or rather it may be said, they were occasionally employed to come to Europe?—Yes, that is more accurate.

Is not rice a very heavy cargo?—Yes, it is heavy.

Is it not apt to injure English ships, if they go many voyages with it, more than teak ships?—No, I am not aware that it is; it is a heavy cargo, of course a weak ship will not carry it so well as a strong one.

Mr. Allan Gilmore, Called in; and Examined by Mr. GRANT.

Mr. Allan Gilmore.

In what house were you a partner in Calcutta?—In the house which was first Fairlie, Reid & Company, and afterwards Fairlie, Gilmore & Company.

How long were you in that house?—Upwards of twenty years, from the year 1789.

How much of that time were you a partner?—During the whole of that period I was a partner; I went to Calcutta in the beginning of 1784.

Are you in the house now?—No, I am not.

You are out of the house now?—I am.

Committee.]—Have you any connection with the trade of India?—I am not engaged in any business at present.

Mr. Grant.]—Did that house freight any number of India-built ships home, during the time of your connection with it?—Yes, they did, frequently.

Did you ever send any goods home by the Company's extra ships?—Constantly, every season.

Can you compare the advantages of sending goods home by a Company's extra ship, and by an Indian-built ship; or which of those methods is the most favourable channel of conveyance?—By the country ships the freight was always lower and more reasonable than on the Company's extra ships.

Did any occasions ever happen, in which there was a desire of making a remittance, and an extra ship not to be found?—It has frequently happened, that the merchants and agents have had vast quantities of goods to send to the London market, for which they could not find tonnage from the Company at the stipulated times.

I need scarcely ask, whether, on such occasions it was an advantage to be allowed to employ the tonnage of the country itself?—Undoubtedly, it was.

Considering

Considering the country shipping as cheaper than the Company's extra shipping, might goods be brought home in the country shipping, which would not be worth the carriage by a dearer mode of conveyance?—Frequently; at least the owners of a country ship could put on board gruff goods to fill up a ship, which they could not pay the freight charged by the Company for. *Mr. Allan Gilmore.*

To what goods do you allude?—Such as cotton, sugar, pepper, hemp, and other coarse goods of various descriptions.

Is cotton exported from Bengal?—Yes.

Then many goods have been brought home by the country shipping, which would never have come to this country at all, if they had not been allowed that means of conveyance?—I certainly think, that a large proportion of goods would not have come, if the country ships had not been allowed to come to Engand.

Am I to understand, that if the country shipping had not been allowed to come to England, a great proportion of the trade which came in those ships to this country, would have had no existence whatever?—It would not have come certainly to England.

Committee.]—And you speak to many articles which are raw materials?—Yes.

Mr. Grant.]—Do you conceive, that the India-built shipping has been useful in supplying this country with the raw materials of India?—Yes; and would have done it to a much greater degree, had they been generally allowed.

Considering the whole time during which those ships have been partially allowed to come to this country, do you conceive that this country would have been equally well supplied with the raw materials of India, if that shipping had been excluded?—I think it would not.

You have stated, that the country shipping is more advantageous, in point of exportation from India to this country, than the extra shipping of the Company; I wish you to compare the advantage of country shipping with private British shipping, supposing such to be allowed to go from this country to India, for the purposes of the trade between the two countries?—There is no doubt it is more advantageous to a merchant to ship his goods in the India ships than in the ships provided by the Company, because the freights are lower.

You have stated, that the country shipping is more advantageous, in point of exportation from India to this country, than the extra shipping of the Company; I wish you to compare the advantage of country shipping with private British shipping, supposing such to be allowed to go from this country to India, for the purposes of the trade between the two countries?—I should conceive, that it would entirely depend upon the quantity of tonnage, and upon the demand for it in India; there is no doubt that the freight would be more lowered by a competition between the two classes of ships, than if the merchants were to depend entirely either on one or the other.

Supposing the merchant in India to depend exclusively on shipping sent from this country, could he be always secure of such tonnage as he might want for the export of goods from India to this country?—I should think he never could depend upon getting any at all.

Supposing India-built shipping to be totally excluded from the ports of this country, and supposing also the system of the Company's extra ships to be, as in fact it is, terminated, would the situation of the merchant-exporter from India to England, be better or worse than it has been of late years?—I should conceive it would be infinitely worse.

Do you take into your account that such a merchant might be a proprietor of a British-built ship, when you make that answer?—It would be so far worse, if he was already an owner of an India-built ship, and was obliged to purchase a British-built ship to carry on the trade; he would be doubly worse.

Supposing he had got rid of his India-built ship, and had the option of buying a British-built ship?—Supposing a British-built ship to be equally safe in every respect, the merchant proprietor there would find no inconvenience in her at all.

Do you imagine that the British-built ships would be as cheap and as durable?—Certainly not so durable; and I cannot say exactly what difference there might be in the first cost of a real good English-built ship, and of a real good India-built ship.

Take the ships for their whole life, include their repairs, include their liability to accidents, and the length of their life; and then upon the whole, which do you think would be the cheaper one of the two?—There is no doubt an Inadi-built ship would last, in my opinion, three or four times as long as a British one.

Mr. Allan Gilmore.

Committee.]—Would she be liable during that time to want so much repairs as a British-built ship?—Certainly not; an India-built ship would scarcely require any material repairs in fifteen or twenty years, whereas an European ship would be requiring constant repairs, and probably be broken up by that time.

Then supposing the cost of building to be at all equal, must not the India-built ship be much the cheapest?—Undoubtedly.

Mr. Grant.]—And that circumstance you would consider as a great advantage to the merchant, would you not?—No doubt, to a merchant who had constant employ for his ship; it might be the advantage of another, if he only wanted it for one voyage, to buy the cheapest ship he could meet with.

Supposing a merchant in Calcutta to have a ship, generally for the purpose of employment in the trade between India and Europe; would that ship be applicable to the coasting trade upon occasions?—Yes, it would.

Is not every ship that trades between India and this country, in part employed on a sort of coasting trade?—Certainly, they are; ships that are employed in the trade of this country, are generally of the largest class, and they go frequently to China, as well as come to England occasionally.

Should you conceive a British-built ship to be as fit for the country trade as a country-built ship?—I should suppose that they would not; in the case of one touching the ground any where, it goes to pieces, while the other would receive little or no damage.

Might not that be of peculiar consequence in the coasting trade?—They are, no doubt, more liable to accidents in that trade.

And the India ship is not only more durable, but less liable to injury from accidents?—Yes.

Supposing India-built shipping to be excluded from this country, do you conceive that it is likely at all to go into the hands of foreigners?—I should think the owners have no other mode of employing the great number of ships they have lately built, in expectation of their being required for the Company's service, or for the free trade between India and this country.

What do you conceive to be the advantage of India-built ships, with respect to bringing what is called the remittance trade to Europe?—They are certainly safer, in some respects; goods shipped by them are much less liable to damage, than they are on British-built ships.

I speak of the remittance of wealth by Europeans in that country; do you conceive that the cheapness of the ship, and the having her at hand, is an advantage in carrying on that remittance trade?—I do not know, really, that that would make much difference to a person requiring remittance from India, as they very seldom take security on the ships or goods.

If the ship were cheaper, the merchant could afford to charge a lower freight?—They ought to do it.

Of consequence, the remitter would get the better exchange?—That depends upon circumstances; when they take bills, they look at the credit of the drawer, and the person they are drawn upon; I conceive that the rate of exchange depends upon the demand for remittances at the time, I do not think the difference of the ship would affect the remittance at all.

Mr. Grant.]—Would not the increased facility of remitting the goods, increase the facility of drawing the bill?—There is no doubt it would; after the goods were shipped, the shipper could immediately draw for the expected proceeds of them.

Do you conceive the remittance trade would, like other trades, seek the cheapest conveyance to Europe, upon the whole?—Yes, I should conceive that they would take that which afforded the best exchange and security.

Committee.]—Was your house more in the remittance line, or in what line of trade?—Generally, as much as any house in Calcutta, both in shipping goods, and drawing bills.

Drawing bills on your own account?—For our own account, as well as for constituents.

Mr. Grant.]—Have you had an opportunity of seeing the trade of foreign Europe and America with India?—Yes; I know a considerable trade has been carried on both by European foreigners, and by the Americans.

Do

Mr. Allan Gilmore.

Do you conceive that India-built shipping, if excluded from this country, might be employed in that trade?—Yes; the Danes and the Portuguese particularly, have always been in the habit of using India-built ships for their trade, as well as some of the other European powers.

Do you conceive that they might be induced to purchase them in greater quantities, if more were to be had, by their being excluded from this country?—I have no doubt that they would, and that the proprietors in India would be forced to give them every convenience and accommodation in the purchase of those ships.

Might not the export trade of India in a great measure go with them?—Certainly.

You have said, that the proprietors of those ships, in that case, would be forced to accommodate foreigners with them on the most advantageous terms; do you conceive then it would be a disadvantage to the proprietors to be forced into this line of employment?—Certainly.

Would the purchase of those ships by foreigners be an adequate compensation to the ship owners, for the loss of access to the ports of this country?—Perhaps if the ship owner got a sufficient price, he would not have much cause to complain; but still the loss to this country would be very great, by the goods and ships going to foreign parts, instead of coming to London.

[*Examined by Mr. Adolphus.*]

Have you, or had you ever, any connection with any shipbuilding concern in India?—No, I never had; it is my brother who has a concern in a shipbuilding establishment.

It is your brother that has a concern in a very eminent shipbuilding establishment there?—Yes.

You knew India from 1784 to 1794?—From 1784 to 1809.

I mean that period of peace before the India ships began to be employed between the two countries?—Yes.

Was there then an impossibility of finding tonnage from that country to this?—I believe it was extremely difficult.

Was the complaint then general upon that subject?—As far as I recollect, I think it was as much for the shipment of goods as for the difficulty of obtaining remittances.

Was it to that period you alluded when you said, that frequently no ships were to be found?—No; to a subsequent period to that, since the Company were bound by their charter to furnish a certain quantity of extra tonnage for the private trade, it was that period I alluded to.

Then was or was not the difficulty of finding tonnage, owing to some reluctance on the part of the Company to supply it?—I do not know that that was the case.

Could not they have had tonnage, if the Company had chosen to send it?—No doubt they could.

You have said, that the freight of India-built ships is lower than that of London-built ships?—It has been lower upon the ships that have been allowed to come from India to London, than upon the extra ships furnished by the Company.

How much per ton lower?—I cannot particularly state the exact difference.

But, about what?—I suppose upon the country ships I have never known it to exceed 17 *l.* 10 *s.* for dead weight, and 25 *l.* the highest, for the other goods.

And what was it in the other ships?—In some of the other ships, where the individuals were allowed to ship in the regular ships when they had no extra ships there, it has been as high as 50 *l.* a ton; I should suppose the average freight of India-built ships to be about 20 *l.* a ton.

You have stated, that you have known the freight on extraordinary occasions, in the India company's ships, to be as high as 50 *l.*; what is the average in the extra ships provided by the East India company?—I am at a loss to say precisely.

Whereabouts?—Perhaps between 25 *l.* & 30 *l.*

I understand you to say, that India ships are a great deal more durable, and require a great deal less repair, than British-built ships?—I think they do.

They are infinitely more fit for the country trade?—They are equally fit for any trade.

But they are more fit for the country trade?—If I recollect, I did not say they were more fit for the country trade than any other; I think they are fitter for every trade.

Mr. Allan Gilmore.

Then no man, acting sensibly, would purchase a British-built ship, while he could get an India-built ship at all?—I think if a man wished to purchase a ship that he had constant employment for, he would purchase an India-built ship; but if he wished to purchase a ship or freight a ship merely for a single voyage, if he could probably get a British ship cheaper, he would of course take a British one.

I do not mean to apply my question to particular instances, but as a general proposition; would any man, meaning to carry on a general trade between England and India, or in India, purchase a British ship when he could get an India ship?—In some instances I think he would prefer purchasing a cheaper block, to laying out a large sum of money for the purchase of an India-built ship.

Do you know that in effect English ships are cheaper than India-built ships?—No, I do not.

Supposing then the same sum to be necessary for the purchase of one as another, would any man buy an English ship who could get an Indian ship, for the general trade?—I should suppose he would purchase an Indian ship, if they were of the same size, and cost the same money.

Have you any doubt about it?—None whatever.

You have said that the prosperity of the trade depends, in a great degree, upon the competition between the Indian and English-built ships, and that any exclusion would be injurious?—I mean with respect to the cheapness of conveyance.

Did I not understand you rightly to say, that the exclusion of English-built ships from that trade would be as injurious as the exclusion of the Indian-built ships from the British trade?—No; I do not think that it would; I think there will be a much larger quantity of goods imported from India if left entirely to the Indian-built ships, than there will be if left entirely to English-built ships, or if the India-built ships are entirely excluded.

Then perhaps you think it will be no injury to exclude the British-built ships from that trade?—I do not say that; if the conveyance of raw materials to this country is an object, I think the conveyance will be cheaper by admitting both to participate in it, neither excluding one nor the other.

Is it possible, in your understanding, that any such competition shall exist, if the two ships are sold at equal prices at their first building?—Yes; I think, supposing that the class of British-built ships belonged to merchants residing in this country, and the India-built ships belonged to merchants residing in India, by their both being allowed to go to India will keep up a competition, which will keep the freights low.

Can any man who employs English-built shipping, trade upon equal terms with him who employs nothing but India-built shipping?—Yes, I suppose he may.

In the trade to India, of course?—Yes.

How can that be; if an India-built ship, which costs only as much at the first building, costs a great deal less in repairs, and lasts four times as long; for so you have stated it?—In that case, the owner of the British-built ship could not make so much profit by his trade as the other would, if they carried on exactly the same trade in every respect; if he had to pay more for repairs of his ship than the other, of course he could not gain so much.

Then, reasoning upon commercial principles, must it not follow that every man will employ Indian-built ships in the Indian trade, if he consults his own interest?—I suppose that he would, if he could get them.

Have you any doubt of the ability of India to supply ships for all the trade of India?—I think they are capable of building ships to carry on the whole trade of India.

With the present establishments, supposing no additions to them?—Yes, I should suppose they might for the private trade, exclusive of the Company's trade.

Do you mean that they cannot supply both the Company and the private trade, if they make the exertions requisite?—I think it is probable they might supply both.

Have you any doubt that they can do it?—Yes, if they gave the necessary time.

The present ships of the Company will quit the service by degrees; have you any doubt, that as they quit the service they may be supplied by India?—I think they may be.

Have

Mr. *Allan Gilmore.*

Have you any doubt also, that the Indian builders can, if they have the building of large ships for the Indian trade to England, supply other nations with ships also?—No, I should doubt that; at least to supply them with ships of the best description.

If the ships for the trade between England and India were Indian-built, they, of course would last much longer than the present English-built ships do; having then more leisure in their dock yards, could they not in time supply the rest of Europe as well as England?—I am not prepared to say how far they would be able to find the timber for building such a quantity of ships; there is frequently a great variation in timber, for I have known it at times from twelve rupees a plank to forty rupees for the same kind of plank.

Are there not full means for importing timber in any quantity to the dock yards in India?—There are always a sufficient number of ships to bring it, but it is not always that they can procure it at Rangoon, from whence teak plank for ships built at Calcutta is brought.

Do you mean there is a scarcity of timber?—I do not know that there is a scarcity, but owing to the nature of the government it cannot always be got, the government is so arbitrary.

Therefore, by the operation of this arbitrary government, you might be deprived of a supply altogether?—Yes, certainly, of the teak plank.

Were you an owner at any time of any large Indian ships?—Yes, the house has had several India-built ships.

How many?—I believe the house may have had as many as from eight to ten ships, that have been allowed to come from Bengal to the port of London at different times.

How many was the most you have had at once?—Not more than three in one season.

Of what tonnage?—I think the three together might be about 2,000 tons.

Do you know the quantity of tonnage that belongs to the port of Calcutta?—No, I do not.

About how much?—I cannot even guess.

What capacity of building have they at Calcutta, do you know?—I think at the time I left Calcutta, about four years ago, they had five large yards, capable of building at one time five large ships.

How many small ones?—I suppose they might build one or two small ones at the same time, if they had occasion to do so.

Are there great facilities for building, besides about the river at Calcutta?—The ground is very good for building upon.

Therefore they may be carried to any extent?—They may be.

You do not know the establishment at Bombay, I presume?—No, I do not.

[*Re-examined by Mr. Grant.*]

I understood you to say, in the former part of your examination, that you considered it an advantage to the British merchant in India, rather to come to this country, than to the ports of the Continent?—By law he cannot go to the ports of the Continent; I said before, if the owners were not allowed to come to London, they would be forced to sell their ships to foreigners.

You have been asked, whether it might not be possible for India to build ships sufficient both for the use of this country and of foreigners; supposing ships to be built both for this country and for the use of foreigners, should you, as a British merchant, use your ship in exporting gruff goods to this country, or to the continent of Europe?—If the British subject, either residing at London or Calcutta, was allowed to send gruff goods to a port on the Continent, he probably would wish to try the experiment.

Do you suppose that an Indian ship owner would sell his ship to foreigners, if he could employ it in the trade with this country?—I suppose sometimes he would, and sometimes he might not, as he happened to find most advantageous at the time.

Do you conceive that the export of gruff goods from India is likely to centre in the ports of this country, if it has free access to them?—I should think so.

You have stated, that there was a period at which the private British merchant at Calcutta could not obtain tonnage on board the Company's ships at less than 50 *l.* a ton?—That happened in one particular season.

Mr. Allan Gilmore.

Were there any goods freighted at that price?—There were.

Do you remember what species of goods they were?—Indigo, and probably raw silk.

Could gruff goods be shipped at such a rate?—No; I should think nobody would ship gruff goods at such a rate of freight.

It would amount to a prohibition in fact?—Quite.

You have stated, that there might be some difficulty, probably, in supplying any quantity of timber for a sudden demand for ships in India?—It could not be depended upon at Bengal.

Supposing a sudden demand, would it be easy in that country to increase the number of shipbuilders to the requisite amount?—Yes; they might increase the number of native workmen who are employed in building ships there, to any amount.

Do you mean that persons might be educated to that employment, or that there are ready-educated persons for it to any extent?—No; I should not think that they were ready to be found immediately; it would require some time to acquire some knowledge of the trade.

[*Examined by the Committee.*]

Do you remember the American trade being carried on to a great extent in India?—It has been to a great extent during the latter period of the war.

Do you remember its being carried on at any period, when they were not possessed of great advantages as a neutral power?—Their trade was much more limited at that time than it was afterwards.

Was it not in a state of progressive increase about the years 1791 and 1792?—I cannot say that I positively recollect that.

What advantages have the Americans besides that of being a neutral power?—I am not at all acquainted with the nature of their voyages, any farther than they generally bring in dollars to Calcutta to purchase cargoes.

Have not they advantages of carrying on the trade much cheaper?—I do not know really that they have; the wages of the seamen I understand are very high.

Did it ever happen to you to compare the amount of foreign trade at those periods at which India-built ships were permitted to come to this country, and at those periods when they were not?—No, I never did.

Do you believe that the exclusion of India-built ships from the trade between this country and India, would throw a great deal of trade into the hands of foreigners?—I have not the least doubt of it.

If private British-built ships had been allowed to go to India without the intervention of the Company, could they have been obtained at less freight than has been charged by the Company for their ships?—I cannot say.

You are not able to speak to that?—I am not; it is very probable that they might have been obtained; but they would not have been fitted out in the same manner, and probably not so well fitted out for the trade, as the ships engaged by the Company, which I believe are of a better description.

Do you speak of that probability from any knowledge of your own?—No, I do not.

Do you not conceive it would be highly imprudent for any merchant to send out ships from this country, upon an uncertainty of the freight that they would receive in India?—Certainly, I should think so.

Mr. *James M'Taggart,* Called in; and Examined by Mr. SPANKIE.

Mr. James M'Taggart.

YOU have been in India?—I have.

Were you in any house of business there, or connected with any house of business?—Yes, some time I was, and for some time I was doing business for myself.

At Calcutta?—At Calcutta entirely.

How long were you in India?—I was there 25 years.

Are you acquainted with the nature of the trade between England and India?—Yes, I am partly; I never had much experience myself in the shipping of goods there, but as a merchant there, I have general knowledge of the trade to every part of India, as well as to England.

You are acquainted with what is called the Private Trade?—Yes, I am.

Has

Mr. James M'Tuggart.

Has it increased considerably since you were acquainted with it?—Oh, very greatly; indeed there was scarcely any private trade when I first went to India, at least comparatively speaking.

Can you tell us how far the private trade has been affected by the using the country-built ships in the voyages between England and India?—I apprehend it has been greatly increased by the employment of country ships.

Do you consider it advantageous for the shippers of goods in India, to have such a mode of transport?—Certainly; I should suppose they would be preferred to any other mode whatever.

Will you explain in what respect it is advantageous?—I mean, by combining the operation of the ship owner and the merchant, supposing them to be one and the same person.

We understand, that India is the exporting country?—Certainly it is; there is export from England, of course, but by no means so great as that from India.

Do you consider it advantageous to the merchant exporter of goods, to have his tonnage under his command, and in the country from which the export is to be made?—There is no question about it; every merchant in the world would wish it, as well as in India.

Under the system of a free trade, which will now exist, do you consider that the merchant exporter in India could conveniently rely for tonnage to be sent from England to India, for his exports homeward?—No, not at all.

In what respect would it be disadvantageous to him?—The uncertainty of the arrival of the ships, the time at which they would arrive, and many other things, would operate against relying upon ships being sent out from England.

Would that circumstance even affect the shipping cost at which his cargo could be laid in and assorted?—Considerably, if a delay took place; it arises from that.

So that, independent of the question of freight, in your opinion, whether could the India shippers ship cheapest on board a country ship, or on board a ship coming from Europe, generally speaking?—On board a country ship I should suppose they could get a cheaper freight, than on the ships going out from Europe.

Generally speaking, would it be cheaper to ship on board a country ship, or on board an English ship coming uncertainly to that country?—I think he would get his freight cheaper on a country ship, than on a ship coming from Europe.

That arises from the one navigating cheaper than the other?—Yes.

Do you mean, that the country-built ship would be able to go to sea cheaper than the other, and consequently afford freight at a lower rate?—Yes; I mean, that under the circumstance of a free trade, it is possible that such a number of ships might run out to India, and be disappointed in procuring cargoes, that they would take half freight, rather than no freight at all; that is probable.

Do you conceive, that this effect of the thing's being overdone in the first instance, would induce the English ship owner on this side of the water, to continue to send his ships to India on these terms?—I should suppose not, because it would be ruinous in its consequences to him.

Then, would this excess of tonnage in the first instance; lead to its ultimate reduction?—It is not easy for one man to speak to what five hundred merchants would do; men are guided in their speculation schemes by their different views of subjects.

In your opinion, would that lead prudent ship owners to continue the trade?—If you were to ask me what I should do, I should say I would not.

In what respects do you consider it desirable to ship goods on board teak ships?—They are generally considered to be safer ships; they deliver their cargoes in better condition than any other ships do, which is a great object; if there is a cheap freight, that is another inducement with a proprietor of goods to send them home by her.

In your opinion, would an English-built ship be so well calculated for the climate of India as a teak-built ship?—Certainly not; they very soon decay in that country.

Are they not, of consequence, more in want of repairs, and those expensive repairs?—Certainly they are; an European-built ship is considered the worst description of ship for the trade in India of any ship whatever.

And even in trading backwards and forwards to India, it must be affected by its long continuance in that country?—Yes, more or less, according to the length of time they are in the country.

Mr. James M'Taggart.

Are you acquainted with the trade which foreigners have carried on to India, the Portuguese and Americans?—I have never had any dealings with them, but I know they do trade to a great extent; the Dutch and Danes, in the course of my time in India, have traded with India to a great extent.

Have you known those nations ever employ teak ships in the trade with India?—I believe they are very anxious to get them, and I know that they do possess many.

Perhaps you know, that all those nations you mention have the means within themselves, or their colonies have the means, of building ships; for instance, the Portuguese at Brazil, we hear?—Yes, they build very good ships in the Brazils.

But the teak is preferred by them?—Yes, I fancy they prefer the teak.

On account of its durability?—Yes; though the Brazil wood is very durable, the teak ships are more buoyant, I believe, and they prefer them on that account.

In case the teak-built ships were excluded from the trade between India and England, do you consider that those ships, or the trade which they carry on, would be likely to fall into the hands of any of those foreigners?—The trade to Europe I dare say would.

Do you consider, that the trade in gruff goods from India to England could be carried on so advantageously in any species of ship as the country-built ship in India?—I should think not; I have been so long absent from England, that I do not know how ships are fitted out here; but I should suppose, they would not be able to send them out from this country so cheap as the country ships are.

Gruff goods, in proportion to their value, require a great deal of tonnage?—Yes.

And consequently cannot afford to pay a high rate of freight?—Yes.

Upon the restoration of peace, do you think it likely that those foreign nations which you have mentioned, would endeavour to gain the share of the India trade which they formerly possessed?—I have no doubt they would; it was generally a profitable trade, and they would be anxious to recover it as soon as possible.

Do you think, that if country-built ships were excluded from the trade between India and England, it would afford any advantage to such foreigners, in their endeavours to regain that trade?—I have no doubt it would; they would buy the ships in Calcutta to carry it on.

Do you conceive, upon the supposition I have stated, that they would regain any considerable part of that trade?—As they could find the means of carrying it on; they would not find the means of carrying it on immediately.

Can you tell us whether any considerable part of the funds with which the trade from India to Europe generally is carried on, consists of the remittance of fortunes made by individuals going from England to India?—I do not think that it has been to a great extent.

Are you acquainted generally with the amount of the remittance annually?—No; I cannot state that.

Committee.]—Do not you know that there are bills to a considerable amount drawn in Calcutta for remittance?—There is no question of that.

Mr. Spankie.]—What can be the fund out of which the merchant in India is to supply the funds against which he draws, except the consignment of goods?—I suppose he has no other fund on which he can draw.

Then in proportion to the quantity of goods consigned to England, would not the facility of drawing upon England be in the same proportion?—Yes, there is no question about that; by shipping those goods they are enabled to give a better exchange.

Then when a man in India desires a bill, upon London for instance, he consigns his funds in India to the agent there, who gives him a bill?—Yes, he does.

But those funds, either in the hands of the agent himself, or of his constituents or correspondents, furnish the goods to be sent?—Surely.

Committee.]—That is a very large branch of the trade from Bengal to England, is it not?—It is certainly.

Mr. Spankie.]—Then if any portion of the goods which now come to England for those purposes were to be sent to Copenhagen or Lisbon, would not that naturally lead to a remittance to those countries, by drawing bills, upon them?—Certainly; they would run into the hands of foreigners, instead of centering in London.

Committee.]

Mr. James M'Taggart.

Committee.]—And foreigners would have the benefit of that remittance-fund instead of the English merchant?—Certainly; in case the British merchant in India could not make a good remittance upon England, a person having money to remit, would take security upon the goods going to a foreign port; that is a circuitous channel of remittance which no man would pursue, if he could find a more direct one.

Then do you conceive that giving the greatest facility to the conveyance of goods from India to England direct, would tend to keep a remittance in the direct channel to England?—Certainly, the more the trade is promoted between the two countries, it will be the more advantage to both; and that can only be done by permitting ships to go freely.

In your opinion, has the trade which formerly subsisted in the hands of foreign nations with India, been assisted in any considerable degree by funds belonging to English remitters in that country?—Yes; I have no doubt that that was the case.

You state that from your experience, as a man acquainted with the trade of the two countries?—Yes.

Do you think, that unless due facility is given to invite the trade direct to England, it will again get into foreign channels, in some degree?—Yes, it will, certainly.

With due facilities given to the merchant-exporter in India, do you think that any considerable share of the trade could be diverted into foreign channels; in your opinion, would it chiefly come to England?—Yes, I conceive it would, but a merchant proprietor of goods in India, if he finds a purchaser that will give him dollars for them, will sell them, and not send them home here.

Are you aware that a considerable part of the goods which are imported from India are intended for the foreign markets?—Yes, I am perfectly aware of that; whether the foreign merchants would have the means of exporting, or would avail themselves of the British capital here, I cannot speak to; they may pay a little more by getting it through this country, because they have not a capital to send to India; the most advantageous means would be to import it direct, and they will, as far as they can do so.

Committee.]—Have you any doubt, that a direct trade to the Continent from India, would be very much increased by the exclusion of the Indian-built shipping from the trade between this country and that?—I have no doubt it would be increased, and in proportion diminish the trade of the port of London.

Mr. Spankie.]—And in proportion as the produce of India can be supplied cheap through England, would not that form an inducement for foreigners to supply themselves through this country, in proportion to that cheapness?—I think they will be able to import cheaper themselves than getting it through this country, even supposing it comes home in India-built ships.

Committee.]—Do you mean that they can do that, supposing they were under the disadvantage of being forced to export funds to India for the purpose?—It is very well known, that the Americans carried on a considerable trade with India; and they had no funds there, but took out dollars; they have imported large quantities of specie into India.

Have you any suspicion that any part of their funds were British?—There was a suspicion in Calcutta that they were.

About the year 1801?—Yes.

Have you any doubt they were British funds?—No.

Is not that a leading advantage that this country possesses now over all other countries, the having funds ready-formed in India?—Yes; I conceive no persons could carry on the trade better than the English merchant, unless they are driven by any measures that put them under disadvantages.

Do you think, taking all the advantages that the English possess, and the additional advantage of being enabled to employ teak ships in the intercourse between the two countries, without any restraint, that they would not be able to compete with foreigners in the supply of the Continent?—In a certain degree they would; a foreigner would carry on that trade direct, but not to the extent that could be done by the English, certainly; and I think, that by reduced freight they could be able to supply that extra quantity which the foreigners themselves could not embrace for want of capital.

Mr. James M'Taggart.

Do not you think, that the English, being able to supply, even with advantage of capital that they possess, depends a good deal upon their having the power of carrying on the trade in Indian ships?—I do not understand that goods from India can be exported cheaper in India-built ships than upon English-built ships; the goods come here, and then they may be sold to the foreigners at a price cheaper than they could import them to their own port.

Does not that depend on this country being able to carry on a trade with India shipping?—I think it depends on their carrying on the trade cheap, and that the trade would be cheaper in India-built ships than on the English-built ships.

Do not you think that that capital is likely to be thrown into foreign hands, unless we have the advantage of teak ships?—I think it is.

Mercurii, 15° die Junii, 1814.

SIR ROBERT PEEL, BARONET, in The Chair

Mr. *James M'Taggart,* was again Called in; and Cross-examined by Mr. ADOLPHUS.

I understood you to say, that you are acquainted with trade, but that the shipping of goods has not formed part of your employment in any considerable degree?—The shipping of goods to Europe has not.

Then you are more acquainted with the country trade than with the trade from India to Europe?—Not as individually engaged, but perfectly acquainted with the whole of the trade all over India, and to Europe.

With respect to the country trade, you have never found any difficulty in obtaining shipping, have you?—No.

In the whole five-and-twenty years of which you have been speaking?—Except at the time of the expedition to the Mauritius, when almost every ship was engaged in carrying troops, and then there was a difficulty in getting ships to freight or charter.

The country trade employs a considerable quantity of shipping, does it not?—Yes, a considerable quantity.

I think we have heard of 46,000 tons, or thereabouts?—I do not know what the exact quantity is.

And I suppose the country trade may by activity and enterprize be considerably extended?—No, I rather think not.

Had you ever, putting cases of speculation apart, serious loss or inconvenience arise from want of shipping for Europe?—Yes.

At what time?—I cannot specify all the times; but shippers of goods have been very much at a loss in waiting for ships that were expected out, the goods lying in the Company's warehouses for months and months, of course locking up their capital.

How long ago might those instances have occurred?—I believe it has occurred frequently from the year 1798, and at different times, just depending upon the state of things at home, some of the extra ships being engaged in naval warfare to go to the Cape and Buenos Ayres, and other places.

The shipping, putting those expeditions out of view, has been generally sufficient for the trade?—Yes.

Then it has only been upon this particular pressure of public emergency that the difficulty has arisen?—The supply has always been sufficient for the country trade, but there has been times as well as those alluded to, of warfare, when there has been a want of tonnage to Europe, and the government in India has then resorted to hiring country ships; I have had a ship myself taken up in that way.

Committee.]—It was that that occasioned the resolutions of 1798, was not it?—Yes, it was just after Lord Wellesley went out, and so continued at different times.

Mr. Adolphus.]—You state the private trade to have been greatly increased by the employ of native ships?—Yes, the private trade to Europe.

You

Mr. James M'Taggart.

You also state, that the freight is cheaper in consequence of a native ship being first employed?—Yes.

That is to say, when a ship is built in an Indian port, and sails from there with a cargo, it is a very material advantage to those who are interested in that ship?—Certainly it is.

And there is, in your opinion, no countervailing advantage which can put an English-built ship upon the same footing?—The proprietor of goods would prefer shipping his goods on board an India-built ship at the port where his goods are, and where the ship is, rather than depend on a ship from Europe; in consequence of those ships being taken up by the government in India, freights to the proprietor of goods, quite distinct from the ship-owner, has been obtained much lower than they otherwise could have been got; the lowest rate, I believe, that has ever been charged in the Company's extra ships, has been 22*l.* 10*s.* a ton, and the country ships have been taken up at 16*l.* 18*l.* and 19*l.* and upwards, according to the nature of the demand; the proprietor, in that case, was generally benefited by 5*l.* or 6*l.* a ton on the goods, quite distinct from the shipowner.

That benefit, of course, can apply only to the first voyage the ship makes?—That freight is only for that voyage; it may be cheaper or it may be dearer the second voyage, unquestionably.

When a ship newly built is going from India to England, there is a saving of the voyage outwards, which England, not being the exporting country, is a losing voyage?—Yes.

Then after the ship has once been to England, and is to return outward, she stands exactly in the same situation as if she had then been first built in London, with respect to those advantages?—Yes; but there is a distinction which should be made, and that is, between the ships chartered by the Company, which are sure of a freight, and the country ships; the ship going out commencing her voyage in England in the Company's service, will have an advantage by an outward cargo and freight, which a country ship stands very little chance of getting here, when she returns back to India; an India ship here is in a state of uncertainty, and in India she comes home with a sure freight, and it is very uncertain what return freight she may get; it is the relative situation of the two ships.

But if a ship built in India, and getting a voyage home with a freight, is afterwards taken up by the East India company, she is, of course, in a better situation than a ship built here can be, by the proprietor having that advantage of a freight outward bound in the first instance?—Yes; by one outward freight.

By one homeward freight?—Certainly, if they are not taken up in the first instance in India.

Committee.]—And if they get a tonnage in the second instance?—If they are taken up by the Company, they get a freight of course.

Mr. Adolphus.]—The advantage then of the employ of Indian shipping, arises in the first instance from its having freight from India, and in the next from the cheapness of repairs, keeping the ship capable of giving freight at a lower price?—That is the advantage which the Indian-built ships have over Europe-built ships.

You do not know, I presume, the price at which the Danes, Swedes and Portuguese build their ships?—No, I do not.

Are you able to say, from any observation that you have been able to make, whether they do not build them at such a rate that no advantage in teak-built ships can counterbalance?—I am not able to state that, I can tell what foreign ships used to take freight at from India; and from that a comparison may be drawn of their cost, built and outfit; that was 15*l.* per ton; they would take a cargo at that rate.

Committee.]—In the time of peace?—Yes.

Mr. Adolphus.]—Was that at a time when the teak-ships and others were taking freights at 22*l.* a ton?—The teak ships were not taking freights at all, they could not come to England.

Have you known at what price the foreigners have taken freight, since teak-built ships have been permitted to take freights?—No, I cannot speak to that; I do not know of any freights on foreign ships for a good many years back; the Danes were the last.

Mr. James M'Taggart.

Was the trade of foreigners ever very considerable in proportion to the English trade in India?—A very small proportion indeed to the trade of England, including the trade of the India Company.

Did it bear any considerable proportion to the private trade to England of late years?—Yes.

You think it did?—Certainly.

Was it as much, or half as much;—No; I cannot speak decidedly upon it; but there were many ships came into the River.

If they continue to build their ships cheap, and to man them with their own people, I suppose they can regain a part of their trade, under all circumstances?—I have no doubt they will.

Have you any doubt, that under all possible circumstances, they will regain it equal in extent to what they had before?—I think in time they will.

Even supposing that no teak ships were sold to them?—Yes; it is probable that they would be able to buy ships without depending upon teak ships; but they will get teak ships if they can.

That is if they are wise enough to buy a high-priced ship, because it will be a durable ship?—Yes.

With respect to their trade depending upon remittances of English capital from India, do you apprehend, or is it within your knowledge, that any such portion of capital was remitted by English proprietors to foreign countries?—Yes; at one time it was very considerable.

At what time might that be?—I think it was up to the year 1800; but I do not think it was much after that, for then Lord Wellesley permitted country-built ships to go home with the cargoes to England; and therefore they had no occasion to ship the cargoes on foreigners, or to lend them the amount of the goods either on bills or upon *respondentia*.

I think you confine your knowledge to Calcutta, it does not extend to Bombay and other parts of India?—With respect to the country trade at Bombay, I know that perfectly; but I never was there.

But your personal knowledge does not go to any circumstance arising at Bombay?—I never was at Bombay, but I know what the course of trade is there.

In the expeditions you have alluded to, the Mauritius, the Red Sea and others, English-built ships I suppose were employed?—Such as were there; there were no English ships there but the Company's ships.

They were employed?—They were employed certainly; they are the best ships for the transport of troops that can be; if the salvation of India had depended on the transport of troops, without the India-built ships, India would not have been saved; the same may be said with respect to the capture of the Mauritius and Java.

But in all those expeditions, the English were also materially employed?—I believe there were not less than 70 sail of ships went to the Mauritius, and there might have been ten of them Company's ships, diverted from the object of their original voyage, which occasioned the merchants goods lying in the warehouses, and perhaps there were sixty sail of country ships belonging to all the ports in India.

[*Re-examined by Mr. Spankie.*]

You have been asked, whether the trade of foreigners at any time formed a considerable proportion of the whole trade from India to Europe; will you state what proportion you conceive that may have formed prior to the introduction of teak ships, and prior to the wars with Denmark and America?—No; I cannot state that, I do not know the proportion; but when I gave the answer to that question before, I did not advert to the American trade, only the European trade, because the American trade was carried on to a great extent.

Then taking all this, Europe and America combined, do you consider their trade with India so considerable as to go into a proportion at all with that of the Company?—I fancy it far exceeds the private trade, and bears a proportion to the Company's trade.

The whole foreign trade formed a considerable proportion of the Company's trade; and exceeded the private trade?—Yes, including America.

The trade with America, I believe, begun and arrived to a considerable extent within your observation?—Yes; there had been one ship only I believe in India before

before my arrival there; they begun with small means, and extended it to a great trade. *Mr. James M'Taggert.*

It began to assume a considerable appearance about the year 1795 or 1796?—Yes, earlier than that perhaps, about the year 1790.

Have you any general notion of what might be the extent of the American tonnage that visited Calcutta at the period prior to the war, when you saw them in greatest quantity?—I cannot speak to that.

Was it considerable?—Oh, it was considerable, certainly; the Americans, in carrying on their trade, perhaps sometimes sent 50 or 60 ships to China in a season, and at other times they went to Batavia, at other times they run upon Bengal goods; they change their voyages.

From the year 1793 was it observed that the foreign trade between India and Europe rather decreased than increased?—I rather think, that for three or four years after that, the foreign trade increased, for the 3,000 tons was not at all sufficient to supply the demand.

But after the period when Lord Wellesley adopted the regulation you have mentioned, the private trade to England increased very much, and the foreign trade decreased?—No, I do not think it decreased much after that, for they seemed to carry on their commercial enterprizes to a great extent, and had a command of capital up to 1802, I think.

Lord Wellesley's regulation took place in 1798?—Yes.

Since that period India tonnage has been taken up from time to time?—Yes.

I think you stated, that independent of periods of warfare, there was considerable inconvenience experienced in India for the want of tonnage in India for the private trade to England?—Yes, that is Company's tonnage.

Unless when your ships were permitted to be taken up, I understood you to say there still was an inconvenience?—Yes, there were periods when the country ships were not allowed to be taken up.

During those periods when the country shipping was not taken, can you tell us whether any inconvenience was experienced for want of convenient tonnage to England?—Yes, there was.

You have been asked respecting the advantage which the shipowner in India derives from commencing his voyage to England in the first instance with a freight?—Yes.

Independent of that advantage which the shipowner derives, I understand you to say, that the shipper of goods derives an advantage distinct from the owner, in having the means ready on the spot?—Yes, and at a cheaper rate than ever was furnished before, or could be in the Company's extra ships.

Independent of the ships being taken up at all by the Company, but on the supposition of a free trade, what advantage do you conceive the shipowner would allow in a voyage backwards and forwards, from India to England, over the English shipowner, in a voyage from England to India and back to Europe?—The advantage, I conceive to be, that the India shipowner would be able to carry freight home cheaper than the English shipowner.

Supposing the one to start from India on a seeking voyage to England, without any certainty of getting a return freight; and supposing the English shipowner to start from England to India, without any certainty of getting a return freight; what particular advantage would one have over the other, except from the nature of the ship itself?—The India ship would not sail with any such uncertainty; she would not set out without having a freight home, and she must take her chance of what she could get back.

The English shipowner sets out with the freight he can get outward, and trusts to chance back?—No; I cannot conceive an English ship would sail at all without having a home freight, because that is what is to pay her expenses, the outward freight is so trivial.

Then supposing the teak ships to be excluded from the trade with England altogether, do you think it likely that a merchant in India would provide goods upon the chance of private ships arriving from England?—I do not conceive that they would suspend their commercial operations merely because the teak ships were excluded.

But do you conceive they would carry it to such an extent?—I do not know whether they would or not; I consider it would be a considerable impediment.

Mr. James M'Taggart.

And a loss to the merchant?—He would do as he did before; he would purchase goods, and lay them up till the arrival of a ship from Europe.

And in such cases, do you conceive that a prudent merchant would extend his transactions so much as if he had the advantage of a ship ready in his own port?—Perhaps not.

[*Examined by the Committee.*]

Do you recollect the state of the trade in 1798?—Yes, I do.

Do you recollect that a great additional quantity of gruff goods were exported to this country in the year 1798?—I do not recollect the quantity, but there was some.

Do you recollect, that during the period that private ships were allowed to come here, under the regulation of 1798, a very considerable quantity of gruff goods were sent to this country?—Yes.

What do you attribute that to?—The cheap freight they got in the country ships.

What sort of goods do you speak of?—I really do not recollect what the cargoes consisted of; I believe they were ballasted with sugar; and they must have had a variety of other goods on board, which I cannot recollect.

That was before any great exportation of cotton took place from Bengal?—Yes.

The exportation of cotton from Bengal has since that taken place to a considerable extent?—To a very considerable degree.

Do you recollect what was the effect it produced upon the trade which was carried on under Danish flags?—I believe it diminished the trade more with the Danes than the Americans; I think the American trade went on increasing for three or four years; they seemed to be possessed of large funds, and I think their trade increased up to the year 1801-2.

Do you recollect, that previous to that regulation, considerable quantities of goods were shipped by British merchants to foreign ports?—Certainly.

Do you recollect, that subsequent to that, when they had the power of using teak ships, not one bale of goods was shipped for foreign ports?—No, I do not recollect any.

That put an end to the masked trade, did not it?—Entirely, I believe.

Mr. *Henry Fermor*, Called in; and Examined by Mr. SPANKIE.

Mr. Henry Fermor.

You are a timber surveyor?—I am a timber surveyor.

Have you lately surveyed any estates in Berkshire and Hampshire?—Yes, in Highclere and Burghclere.

Those estates are in Berkshire and Hampshire?—Yes, in Berkshire, or on the borders of Hampshire.

Have you surveyed generally the estates in the parishes of Highclere and Burghclere?—Yes.

Have you surveyed all the estates that are mentioned on that paper you have in your hand?—Yes.

[*It was delivered in, and read, as follows.*]

"The Survey of all the oak timber fit for naval purposes, now standing on the following estates, manors, and parishes.

Highclere and Burghclere: Lord Carnarvon's.

		Trees.	Loads.	Feet.
40 feet and upwards,	75 feet metings	1,060	1,590	—
25 to 40	33	1,624	1,071	42
		2,684	2,661	42

Kingsclere: Fisher & others.

40 feet and upwards,	55 feet metings	510	561	—
25 to 40	30	810	486	—

Sidmonton:

Mr. Henry Fermor.

	Trees.	Loads.	Feet.
Sidmonton: Sir Rob. Kingsmill.			
40 feet and upwards, 60	110	132	—
25 to 40 - - - 30	360	216	—
Echenswell.			
40 feet and upwards, 60	162	122	20
25 to 40 - - - 30	398	238	40
	2,290	1,756	10
Aldermaston: —— Congreve, Esq.			
40 feet and upwards, 65 feet metings	428	556	20
25 to 40 - - - 35	265	185	25
Wasing: —— Mount, Esq.			
40 feet and upwards, 55	520	572	—
25 to 40 - - - 30	470	282	—
	1,683	1,595	45
Englefield Estate: —— Benyon, Esquire.			
40 feet and upwards, 60	545	654	—
25 to 40 - - - 33	552	364	16
Beenham: Sir Charles Rich, and others.			
40 feet and upwards, 55	42	46	10
25 to 40 - - - 30	183	109	40
Bradfield: —— Stevens, and others.			
40 feet and upwards, 55	53	58	15
25 to 40 - - - 30	151	90	30
	1,526	1,323	11
Bucklebury Estate: —— Hartley, Esq.			
40 feet and upwards, 55	405	445	25
25 to 40 - - - 30	1,410	846	—
Donnington: —— Hartley, Esq.			
40 feet and upwards, 60	45	54	—
25 to 40 - - - 30	120	72	—
	1,980	1,417	25
Crookham: Lord Selsea, and others.			
40 feet and upwards, 60	82	98	20
25 to 40 - - - 30	223	133	40
Brampton: Lord Falmouth.			
40 feet and upwards, 60	51	61	10
25 to 40 - - - 30	110	66	—
	466	359	20
Sandleford: —— Montague, Esq.			
40 feet and upwards, 65	340	442	—
25 to 40 - - - 33	370	244	10
Woodspreen: —— Watts, and others.			
40 feet and upwards, 60	200	240	—
25 to 40 - - - 32	210	126	—
Ham: —— Watts, and others.			
40 feet and upwards, 60	132	158	20
25 to 40 - - - 32	194	124	8
	1,446	1,334	38

Mr. Henry Fermor.

Ewhurst and adjoining parishes: Sir Charles Pole and Sir Robert Mackeath Woolverton, &c.

	Trees.	Loads.	Feet.
40 feet and upwards, 60 feet metings	805	966	—
25 to 40 - - - 30	1,315	789	—
Ewhurst, &c.			
40 feet and upwards, 55	455	500	25
25 to 40 - - - 30	795	477	—
	3,370	2,732	25
East Woodhay.			
40 feet and upwards, 60	180	216	—
25 to 40 - - - 30	305	183	—
Hampstead Park: Lord Craven.			
40 feet and upwards, 60	292	350	20
25 to 40 - - - 30	421	252	30
	1,198	1,002	—

Marlborough Forest and estates there, belonging to the Earl of Aylesbury.

40 feet and upwards, 100	1,240	2,480	—
- - - - - - - 70	260	364	—
- - - - - - - 60	130	156	—
- - - - - - - 55	455	500	25
25 to 40 - - - 35	305	213	25
- - - - - - - 30	1,950	1,170	—
	4,340	4,884	—

In the whole 19,067 loads 16 feet.

(Signed) HENRY FERMOR,
Surveyor of Timber."

Eastwood Hay,
14 June 1814.

Have you surveyed the estates mentioned in that paper now given in?—Yes.

In your survey did you include any timber that was ornamental timber?—Yes, the whole of it.

How did you make the survey?—In a regular way, as I always do, by taking the length and girth, and the number of trees.

Committee.]—With a view of buying it?—Just the same as if I was going to buy or sell it.

Mr. Spankie.]—You have stated there the quantities; in addition to that, can you say any thing as to the quality of the timber?—Part of it is defective, particularly in Marlborough Forest; there it is very old timber; and so is some of the timber in Lord Craven's park.

It has become unfit for naval purposes?—It is unfit, part of it.

Yet, notwithstanding part of it is so unfit, it is included in that survey?—It is.

In the survey which you have given in, as applicable to Lord Aylesbury's estate, you include the whole of his estates, as well as the Forest?—Yes, the whole in that part of the country.

Can you state, distinguishing Marlborough Forest from the other parts of his estates, how much it contains?—I make 1,240 trees in that forest to be 100 feet metings, and 305 trees to be 35 feet metings, in that forest, not going lower than 25 feet in a tree; and that is the whole on the forest.

What is the number of loads?—2,480 of the large timber, and 213 load and 25 feet of the small.

Committee.]

Committee.]—When you state these quantities as existing upon the estates, you take the quantity from the size of the trees now standing, without taking into account what proportion of those trees may be unfit for naval purposes from disease, or from any other natural cause?—Yes, exactly so, let them be defective or not. I took them down as they were.

Mr Henry Fermor.

You have taken quantity without regard to quality?—Yes.

Mr. Spankie.]—Have you formed any estimate of the quantity, upon the whole, which must be rejected as unfit for naval purposes?—I should think one-fourth of the whole of the larger timber in the forest; the other part of the Earl of Aylesbury's estate is sounder.

With respect to the timber on the other estates, is there any considerable part of it that has overstood its growth, and become unfit for naval purposes?—No; the rest appears in general sound.

Do you consider that that quantity is such timber as you could count upon being brought to market?—It is not for sale part of it; it is ornamental timber in parks.

Is not a considerable part of that timber, such as the noblemen and gentlemen to whom it belongs would not think of selling?—Yes.

Great part of it is ornamental, either for parks, or about grounds, generally?—Yes.

It could not be cut down without stripping the neighbourhood of large timber?—This is the whole of the large timber in that neighbourhood.

Consequently it could not be cut down without stripping the country?—No, it could not.

If that large timber should be cut down, how long would it be before there would be any to supply the place of it?—I suppose in forty or fifty years; if there was none cut till that time, there would be a great stock of large timber over parts of the estates.

But is the greater part of that timber such as you would expect to be brought to market, or look to for the immediate supply of the country?—No, it is not; you cannot get at it; it is not for sale.

Probably as little likely to be sold as the family mansion-house of some of these families?—Part of it was bought on purpose to stand; it belongs to some of the colleges of Oxford (I do not know the names of the colleges), and it was bought in by the occupant, not to be cut down.

You were formerly, I believe, in the employment of Messrs. Collins, considerable timber merchants?—I was.

Where did they reside?—At Breachley, in Kent.

They were contractors with Government for timber formerly?—Yes, they were.

When you were in their employment, had you an opportunity of surveying timber in various parts of the country?—Yes, it was my principal employment.

What parts of the country were you principally engaged in?—Hampshire, Berkshire, Wiltshire, Buckinghamshire, Oxfordshire, and some parts of Somersetshire.

And the object of your excursions on those occasions was to find timber?—Yes, to buy timber for them.

In your observation then, did you experience any difficulty in obtaining large timber fit for the purposes of shipbuilding?—Yes, very often.

How long were you employed in that situation?—Upwards of twenty years.

Did you find the difficulty increase, during the latter part of your employment?—Yes, very much, during the two last years I was employed.

What were those two years?—Three or four years since.

You must have observed, that during the period you have mentioned, there has been a great consumption of naval timber?—Very great.

Has the effect of that great consumption been to decrease the quantity of timber standing applicable to such purposes?—Yes; there is not a third of the large timber within ten miles of Newbury that there was ten years ago.

In what degree can you apply that observation to other parts of the country which you have seen?—In parts lower down, where the canal is not open, there is a greater stock of timber.

Has not the establishment of canals, in different parts of the country, afforded opportunities of supply which did not exist when you first began the employ?—

Mr. Henry Fermor.

Within the last three years, the supply has principally come down the Kennet and Avon, and Wilts and Berks canals, from Wilts and other counties.

In those parts of the country which you have seen, and in which the large timber has decreased, how soon will a succession of such timber take place, so as to afford a supply for naval purposes; I mean timber of about sixty feet metings and upwards?—In forty or fifty years, I should think, after taking away this large timber, which I give in my account.

Mr. Harrison.]—Then it will be forty or fifty years before there will be any large timber come into succession?—There will be a few trees before that, perhaps.

Mr. Spankie.]—Are you acquainted with any parts of the country, in which there is to be found timber likely to supply the demand which will be short from those other counties which have been so stripped as you mention?—There is not sufficient timber to be found, if there was the same demand as there was three years ago.

Upon the whole, in your opinion, is there the same quantity of large timber now standing as there was ten, fifteen, or twenty years ago?—Not a third of the quantity, and I include ornamental timber.

Is that the result of your general observation?—Yes; it is in the counties which I have named.

Have you known any quantities of wood-land grubbed up?—Yes; it is a general practice since corn has been so dear.

In your observation, what is the quality of land best adapted for the production of oak?—Stiff land, deep soil, clayish land.

Is that a species of soil well adapted to the growing of wheat and grain?—Yes; it is adapted to wheat.

So that the same soil which is adapted to oak, is also adapted to agricultural purposes?—It is always considered so.

In what parts of the country, will you specify, have you known wood-land grubbed up, and converted to agriculture?—I consider there have been from four to five hundred acres within five miles of Newbury.

Do you know any wood-land grubbed up upon the property of Lord Carnarvon?—Yes.

How much?—I cannot tell the quantity of acres, but there have been two farms grubbed; a good deal laid open; the fields enlarged; the hedges have been grubbed, taking the timber and all away together.

So that in those parts there would be no succession?—Not there.

This all happened within your own observation?—Yes, it is in the neighbourhood where I live.

Mr. Major Bull is the steward or manager of Lord Carnarvon?—Yes, he is the land steward.

[*Cross-examined by Mr. Harrison.*]

You are a timber surveyor, I understand?—Yes.

How long have you been a timber surveyor?—Upwards of twenty years.

Formerly you were in the employ of Messrs. Collins?—Yes.

Who do you survey for now?—For different gentlemen; I surveyed some for Mr. Sloper this year, and different gentlemen who employ me.

You are not employed by any particular people?—No, not at all.

Do you survey for Messrs. Larkins & Morris?—No.

Never?—Never.

Nor for Mr. Bowsher?—No.

When were you desired to go down and make this survey?—Nearly a month ago.

Can you recollect the day?—I can tell by my book here; the 23d of May.

Who employed you?—That gentleman.

What gentleman?—Mr. Lavie.

What instructions did you get?—I had a letter to go and survey those different estates, and to be sure and be careful to make as near the quantity as possible.

And the estates were enumerated, I suppose, in the letter?—Not all at that time.

Committee.]—Have you got the letter about you?—No, I have not.

Have you destroyed the letter?—No, I do not know that I have, I have it at home.

Mr. Harrison.]

Mr. Harrison.]—The letter did not state all the estates?—No.

Mr. Henry Fermor.

Then a correspondence was carried on afterwards to tell you the different estates you were to go to?—Yes.

Where did you begin?—At East Woodhay.

To whom does that belong?—To different people; I surveyed all the timber in the parish, let it belong to whom it would.

Then you began at East Woodhay?—Yes, I began at East Woodhay.

Is that an extensive parish?—No, it is small, the wood-land part of it; it is a large parish; I live in that parish, and have land there.

How did you go to work, beginning with the regular measurement of each tree?—I went round and valued the trees, and put down what I considered there was in them.

By looking at them or by measurement?—By looking at them in the way I always do; you cannot measure them when standing.

Is it usual to go and look at trees in the summer time, when the leaves are all out?—I have done it before; it is against the buyer a good deal; the tree looks larger.

But I suppose it is rather against the surveyor getting on with his work?—It is against him a little.

It makes him rather longer about it, of course; if the leaves are all off, and you see a great number of trees, you do it quicker than if you had to get to each tree separately?—The leaves were not got out broad enough to hinder the sight; the oak leaves do not spread to their full size till midsummer, the leaves do not hurt for surveying oak timber yet.

Do you mean to say, in surveying wood, there is not a considerable impediment by the leaves in the way they are now?—I do not consider there is; in the oak very little.

Then you mean to state, you began on the 23d of May at East Woodhay?—Yes.

Is that a parish where there is wood, or is it hedge-rows principally?—Hedge-rows.

And you went and looked at every tree?—Yes, I went and saw every tree.

Is your measurement round measure or square?—It is round measure.

What parish did you go to next?—Bucclebury.

Is that a large parish?—Yes, it is a large parish.

Is the timber in hedge-rows or wood?—It is in hedge-rows principally, and in forests.

Is part of that Marlborough forest?—No.

How many days were you surveying East Woodhay?—One day.

How long were you at Bucclebury parish?—Two days.

Did you survey the whole parish there?—Yes, the whole of the timber estates.

And you say you took an account of the number of trees in that parish?—I am sure I took the number of trees there were in the parish; I go through the parish regularly backwards and forwards, till I find them all, and then in case I may have missed some, I put perhaps fifty with the regular metings of those I have made out; I added 200 trees to Bucclebury estates after I surveyed them.

Committee.]—Are they included in the list you have given in?—Yes, for fear I might have missed some in the hedge-rows.

Mr. Harrison.]—Where did you go next?—I went to Donnington next.

What day did you get to Donnington?—The next day.

How long were you at Donnington?—One day.

Where did you go next?—I went to Earl Craven's.

In what parish?—Hampsfead.

Is that a large parish?—The parish is not a small parish, but the timber stands in a very little extent, it is principally in park.

How long were you there?—Not a day quite.

Where did you go next?—To Marlborough forest.

How large is Marlborough forest?—Two miles through, in some parts of it.

What is the size of Marlborough forest, taking it in any way?—I did not measure the forest; I went all round it, and backwards and forwards, some parts of it are two miles through.

How much through is it in other parts?—I suppose three.

And how much in other parts?—It may be the other way three.

Mr. Henry Fermor.

Then you state to me, that the part of Marlborough forest covered with trees, is two miles by three?—Yes; that part which is covered with bushes, and so on.

You state that to be the size?—It is about two miles through one way, and I consider it may be three miles the other; I do not know whether it is that; I hardly know what you mean to include.

Let us hear what you include?—Some people call it all forest together, the park, and where the gentlemen's houses stand, and all; but I consider that inclosed, there are pales all round, I only mean the rough foresty part.

Committee.]—The uninclosed part?—The uninclosed part, and that indeed is inclosed.

Mr. Harrison.]—After having given your description of the forest, am I to understand you, if you state it two miles by three, that is the size of it?—I think it is; I never heard anybody say the size, nor did I consider I should be asked that question; I rode all round it for two days to find the trees.

Is there underwood in it?—There is a good deal of bushes and underwood, if you call it so.

And they are pretty thick of leaves, I suppose?—Not to hinder the sight of the large oaks.

How long were you taking an account of Marlborough forest?—About two days.

Were you on horseback or on foot?—I was both ways; sometimes I walked, and sometimes I rode.

Anybody with you?—Yes; somebody to shew me the wood.

Who was it?—The keeper went with me one day.

And who went the other day?—A labouring man in the neighbourhood.

What was his name?—I do not know.

How did you pick him up?—By asking for somebody who knew the estates.

Was the keeper with you the first day?—No.

How long was he with you?—He was with me one afternoon; but he is not the keeper who lives in Marlborough forest.

What was his name?—Smith, I think.

And you cannot tell me the name of the man who was with you the first day?—No; it was a labouring man who worked on the estate.

Where does he live?—I do not know; I found him at a public house.

What public house?—The Harrow.

Where?—Near Marlborough forest.

In what parish; I want to find it?—It is the Harrow, near Marlborough forest.

On the Bath road?—Yes.

And there you found him?—Yes; and he went on the road, and gave me every information of where the bounds parted, and all that, and that was all I wanted; I knew part of the forest myself.

You had nobody with you but this man the first day?—I had nobody with me the first day, but that man to shew me where it belonged to Lord Aylesbury, and where it did not; afterwards I did not want anybody.

This man shewed you the bounds the first day, and then the rest of the day you had nobody with you?—Nobody at all.

You went by yourself?—Yes.

Nobody with you all the morning of the second day?—Yes; I had somebody the second day.

Who was he?—He was a timber hewer.

What was his name?—Leadbeater.

Where does he live?—At Mortimer.

How long was he with you?—One day.

What day was that?—The second day; that was of a Monday.

The first day the man pointed out the bounds, and the remainder of the day you were by yourself?—Yes.

And the second day you had this man, Leadbeater, in the morning, and one of the keepers in the afternoon?—Yes, he shewed me a large wood; the part of the estate where there was no more timber at all, but what was small wood.

In these two days you completed the survey of Marlborough forest?—No, I was three days on the estate, not altogether on the forest.

How long were you on Marlborough forest?—Two days.

Mr. Henry Fermor.

And your account is, that there are 1,240 trees of one hundred feet metings; 260 of seventy feet metings, and 130 of sixty feet metings?—No, that is not all in the forest; there are 1,240 trees of one hundred feet metings, and 305 of thirty-five feet metings; I took all trees that would measure more than forty feet by themselves, and counted the trees, and considered them to be one hundred feet metings in the regular way; I call 1,240 trees to be all above forty feet metings.

And between that and thirty-five feet metings there were 305 trees?—Yes.

And do you mean to say, that in two days you went through Marlborough forest, and made this survey?—Yes, and can do it again.

Then in those two days you went through Marlborough forest, and are able to give an account of the timber there?—Yes, it is very easy to be done.

Where did you go next?—I went to the other parts of the estate, and came back and went again.

To the other part of Lord Aylesbury's estate?—Yes.

Whereabouts?—The part called Easton is one part of the estate.

When did you go there?—I went there the next time I went; I went to several more places that day.

Enumerate the places you went to that day?—Easton and Sogrove, or some such kind of place, Colingbourn, Graftstone, Charberry and Beding.

Are those Lord Aylesbury's estate?—They informed me so; I took them for his estate, and in many of those places there were very few trees of this large sort.

Those places took you two days?—I nearly finished them in two days, I got a little bit on Sunday morning.

Where did you go next?—Then I came back.

Where did you go to then?—I went to Aldermaston, to the estates of Mr. Congreve and Mr. Mount.

How long were you there?—I finished them that day.

Where did you go to then?—Then I went to Ham, Sandleford and Woodspeen.

Are those extensive places, or small?—Small.

And how long did it take you to go through those?—I did them in one day; Ham took me all the fore part of the day, and then I went home to dinner.

Ham is near your own house?—Yes.

Do you know these estates yourself, or were they shewn to you by anybody?—I knew those estates well, I had nobody to shew me them.

Where next?—I went to Tadley.

How long did that take you?—I did that and the parish of Brimpton, in one day; they were adjoining parishes.

Where did you go to then?—I went to Kingsclear.

Lord Carnarvon's?—No, it belongs to Mr. Fisher, and other gentlemen.

Is that a large parish?—Yes, but very little large timber.

Is there a good deal of timber?—There is a good deal of the small timber; but they have been cutting very hard there for the last six or seven years, and have taken all the large timber, almost.

And all that remains, you surveyed there?—All the large timber, twenty-five feet, and upwards.

At this time of year, how near are you obliged to go to the trees, to ascertain whether they are a particular size, or not?—I expect I took a number that were not twenty-five feet, because I could not go near enough.

Therefore you have given us an over estimate?—Yes; I consider it may be like that.

Where did you go next?—To Crookham.

That is Lord Selsey's, and others?—Yes.

How long did you take then?—About half a day.

About what date was that?—I have got no date to it.

Where did you go the remainder of the day?—I did no more; the next time I went, I went to Inglefield.

Have you the date when you went to Inglefield?—No.

How long did you take then?—I was one day at Inglefield, and the next morning I had Bradfield and Beenham.

Where did you go next?—The last place I went to was Ewhurst and Sir Charles Poole's; they join together.

How long were you about that?—A day.

Mr. Henry Fermor.

You completed that in a day, I suppose?—Not quite; I slept near there, and finished it the next morning.

Where did you go next?—Sedmonton and Echenswell.

On the same day?—The next day.

How long did you take then?—One day.

Where did you go next?—I went to the Earl of Carnarvon's; that I surveyed yesterday and the day before, and I finished last night, and came up by the night coach.

And Lord Carnarvon's has only 2,684 trees, of about 85 feet metings?—Yes.

And you have gone through the whole of his estate?—Yes, I live within a mile of the estate.

Was Mr. Bull on his estate yesterday?—He was not; he was gone to Oxford; I was going to get him to shew me round.

Did you send notice to him of your coming?—No.

Did you give notice to any of the persons what you were coming for?—I explained to the tenants and different people what I was about, and to anybody who asked, and they said I was welcome to go.

But you did not send to Mr. Bull, to say you were coming to look at Lord Carnarvon's estate?—No.

Why not?—I did not see any occasion for it.

Now I want to ask you, is part of this underwood in woods or in hedge-rows?—It is a kind of plantation, there is fir among the oaks; the fir is planted among the oak in his Lordship's estate; they were managed by the old Lord himself, and there is very little oak planted, it comes up naturally from the acorns.

Now I should like to know, in a place where there is underwood as well as timber, how many trees you can survey in a day?—I was there from half-past three in the morning till nine at night; I have surveyed and girthed 800 trees in a day before now.

Were those trees standing clear, or trees in forest?—They stood clear in a forest; these did not require so nice a survey as that, because it was not going to be purchased or sold.

Do you mean to say, that in riding through the woods in the way you have stated, at this time of the year, you could give an accurate account of the number of trees in the forest?—I can tell within 100 load of what is on Lord Carnarvon's estate.

That is not an answer to my question. Do you mean to say, that in riding through the woods, in the way you have stated, at this time of the year, you could give an accurate account of the number of trees in the forest?—There were some parts of the forest that I could not ride through, but I surveyed the timber; I mean to say, I can tell it in the way in which I surveyed it, within 100 load.

How far do you live from Newbury?—Three miles and a half.

Do you know Mr. Smith—Yes, well.

He is a timber merchant?—He is a large builder, and has bought a good deal of timber for the last three or four years.

Does not he sell timber?—He does; I have bought timber of him a good many times out of his boat-building stock.

For whom did you buy of him?—For Collins's.

Does he sell timber to timber-merchants and shipbuilders;—He has sold timber to Mr. Barnard for the last three or four years.

Do you know where he had his timber?—A good deal from Lord Carnarvon's.

Do you know whether Lord Carnarvon has felled any this year?—Yes, he has felled some.

Lord Carnarvon does not employ you to survey his timber?—No, I never did survey any for him.

Mr. Bull does that himself?—No, I do not know that he does; I believe the carpenter, Mr. Huntley, does it; Mr. Davis, the auctioneer, sells it by auction for him, generally.

Where did Mr. Smith get his large lot from?—He has got several lots this year; he has got the principal lot from Mr. Huntley.

Large sized timber?—He has got some large sized timber from Mr. Huntley lately.

I see you have given 1,060 trees of 40 feet metings and upwards, that is calling it 75 feet metings?—Yes, I have.

And

Mr. Henry Fermor.

And then you have given 1,624 trees, from 25 to 40 feet of timber; the 75 feet metings, I suppose, is timber that has done growing?—Yes, it is.

That ought to have been cut some time ago?—A part of it in the park.

And timber from 25 to 40, you would call good sized thriving timber?—No, it is not all thriving.

But a large proportion of it would grow more, if it was left to grow?—The greater part of it would grow more.

Has Lord Carnarvon got a considerable quantity of timber of different ages below five-and-twenty feet metings, which would come into cutting in succession?—Yes; he has got a great deal of young timber.

Can you form any estimate of what quantity of timber he has under 25 feet?—No; I take no account of that.

In riding through, and taking an account of this large timber, you cannot form any judgment of the remainder?—No; I can say there is a large quantity of it.

Is any part of his timber in woods, or is it principally in hedge rows?—It is principally in the park, where it is planted with fir and beech; among the oak it is a kind of plantation; there are copses in the farms, but the large timber is principally felled; he has been cutting for this ten years, more or less every year.

He has timber in the copses on the farms?—Yes, it is principally small.

And in the hedge rows?—Yes.

Is his estate in that part of it, what you would call a woody estate?—It is a woody estate, beech wood and fir; it is not a very good oak timber estate.

The wood is of all sorts?—Yes; and there is a great quantity.

The copses are scattered about his farms?—On different farms.

You know his farms I suppose, perfectly well?—I do; I live within a mile of the estate.

Of course you went to those copses?—Yes; I went through them all, I had a guide.

As well as to the hedge rows?—Round the fields, and across the fields, so as I was satisfied I had the quantity.

And then you went into those plantations?—Yes; I went to that part where the oak timber stands, it was no use going where there was no oak.

I understood the timber was mixed with those plantations?—In some places; and in some places there are no oak at all.

How old are those plantations?—They were all planted by this gentleman's father; I do not know when they were planted.

Is it 20 years ago, or 30 years ago, or 40 years ago?—I should think less than 40 years; and there has been a continual planting.

How long have you lived in that part of the country?—Fifteen years.

Since you were employed with the Messrs. Collins?—Yes.

Did you continue with Messrs. Collins as long as they did business?—I never did any thing for any body else till they failed.

You think those plantations have been made within 40 years?—There have been a great many planted in my knowledge.

Thirty or forty years makes a tolerably good thick wood of fir and mixed timber?—They keep continually cutting it, in most years.

So ought all persons who take care of their woods?—I think they should.

Is that the sort of wood that is easy to go through, to get at what oak there is in it?—Very easy, because there is no underwood under fir.

That is a wood that you consider easy to get at the oak that is in it?—Yes; and there is very little large oak mixed with it; and you may easily see an oak tree among fir.

And all that you looked at?—Yes, and I added to it, that I might be quite sure I had enough.

You do not know what quantity Lord Carnarvon has been in the habit of falling every year, do you?—No, I do not.

I believe all Highclere and Burghclere belongs to Lord Carnarvon?—Not all the parish.

Has anybody else wood in the parish besides him?—Yes.

Is that included in this calculation?—Yes; there is a very small quantity of large timber on any woods; but what there is is included in that paper.

Now Kingsclere, Mr. Fisher, and others, is that close by?—That adjoins Echenswell and Sidmonton.

You have stated Mr. Fisher and others?—There is Mr. Fisher, and Mr. Holding, and Mr. Wigmore and others; and there is nobody got any timber of any consequence, except Mr. Holding and Mr. Carter.

Is that hedge-row timber, or in copses?—There is some in copses, but it is principally hedge-row.

Sir Robert Kingsmill, is his wood in copses or in hedge-row?—All the large timber he has got, which is very little, is principally in park; there is some in hedge-rows.

Are there any woods about that part of the country, besides Marlborough Forest; have any of those gentlemen woods?—Marlborough Forest does not join that you are speaking of, by miles.

How many miles of country have you gone over in this survey?—I cannot speak to that.

How many miles do those parishes extend?—I cannot tell.

Is this an enumeration of the whole of the parishes?—Yes.

You do not know the size of Highclere and Burghclere?—No.

How far had you to go in Highclere and Burghclere, from the two extreme points you had to survey in those two parishes?—About three miles, or a little more; from three to four miles.

Then, in a cross direction, how much?—I do not think there was much difference; about the same, as near as I can tell.

Did you do it on horseback?—Some part on horseback, and some on foot; where it was necessary to alight from my horse, I went on foot.

When you got to the copses, it was necessary for you to get off your horse?—Yes, in some places it was necessary, in some parts it was not.

But you could ride through Lord Carnarvon's estate without getting off your horse much?—Yes.

What is about the distance you had to ride in Kingsclere?—We call it six miles from our house to Kingsclere.

How far had you to ride from point to point in Kingsclere?—Kingsclere is a parish I know well, therefore I did not go over all parts, because I had valued timber this year, this spring; I know very well where there were trees sizeable, and I went there.

Do you know Sedmonton very well?—Yes.

You knew where to go to there?—I had a guide there.

How far had you to ride from point to point in Sedmonton?—Part of Sedmonton parish is down land, where there are no hedges nor any thing else.

[The following ACCOUNT, and PAPER, were read:]

(92.)—Account of Ships, Regular and Extra, at present (15 June 1814) in the service of The E. I. Company; specifying the Tonnage, &c.

(93.)—Correspondence (in March and April 1802) between The E. I. Company and The Admiralty; relative to building large Ships for The Company's service.

An ACCOUNT

—(92.)—

An ACCOUNT of the SHIPS, both Regular and Extra, at present in the Service of The East India Company; specifying the Tonnage of each Ship, the place and date of her building, the number of Voyages for which she was originally engaged, and whether she has since been engaged for any, and what additional Voyages: Also, an Account of the Number of those Ships whose engagements expire with their present Voyage; of the Number of those Ships which have one Voyage only to perform of their existing Contract, and of the Number of those Ships which have two or more of their contract Voyages to perform.

REGULAR SHIPS:

SHIPS NAMES.	Tons.	Where built.	When built.	Voyages originally engaged for.	Additional Voyages, since engaged for.
Cuffnells	1,429	River Thames	1796	6	2
Walmer Castle	1,460	d°	—	6	2
Glatton	1,432	d°	—	6	2
Thames	1,432	d°	—	6	2
Royal Charlotte	1,453	d°	—	6	2
Warley	1,460	d°	—	6	2
Neptune	1,468	d°	—	6	2
Ceres	1,430	d°	—	6	2
Hope	1,471	d°	1797	6	2
Coutts	1,451	d°	—	6	2
Hugh Inglis	821	d°	1799	6	None.
Dorsetshire	1,201	d°	1800	6	d°.
Henry Addington	1,262	d°	—	6	1
Marquis of Ely	1,262	d°	1801	6	None.
Perseverance	1,271	d°	—	6	d°.
Marchioness of Exeter	820	d°	—	6	d°.
Royal George	1,260	d°	1802	6	d°.
Cumberland	1,260	d°	—	6	d°.
Elphinstone	1,274	d°	—	6	d°.
Wexford	1,271	d°	—	6	d°.
Lady Castlereagh	821	d°	—	6	d°.
Lord Castlereagh	812	d°	—	6	d°.
Europe	824	d°	—	6	d°.
Lord Melville	818	d°	1803	6	d°.
Essex	1,257	d°	1802	6	d°.
Winchelsea	1,265	d°	1803	6	d°.
Phœnix	818	d°	1804	6	d°.
Metcalfe	819	d°	—	6	d°.
Surry	819	d°	—	6	d°.
Devonshire	821	d°	—	6	d°.
William Pitt	819	d°	1805	6	d°.
Streatham	819	d°	—	6	d°.
Scaleby Castle	1,242	Bombay	1798	4	d°.
Surat Castle	1,149	Surat	1790	4	d°.
Warren Hastings	1,000	River Thames	1808	6	d°.
Carnatic	822	d°	—	6	d°.
Princess Amelia	1,275	d°	—	6	d°.
Astell	820	d°	1809	6	d°.
Thomas Grenville	886	Bombay	1808	Company's own Ship.	
Bombay	1,242	d°	1809	6	None.
Rose	955	River Thames	1810	6	d°.
Charles Grant	1,274	Bombay	—	6	d°.
Lowther Castle	1,427	River Thames	1811	6	d°.
Cabalva	1,257	d°	—	6	d°.
Asia	958	d°	—	6	d°.
Bengal	955	d°	—	6	d°.
Prince Regent	953	d°	—	6	d°.
Marquis of Huntly	1,279	d°	—	6	d°.
Princess Charlotte of Wales	978	d°	1812	6	d°.
Marchioness of Ely	952	d°	—	6	d°.
Inglis	1,298	Prince of Wales' Island	1810	6	d°.
General Harris	1,283	River Thames	1812	6	d°.
Marquis Camden	1,261	d°	—	6	d°.
Bridgewater	1,276	d°	—	6	d°.

An Account of the Ships at present in the service of the East India Company—*continued.*

SHIPS NAMES.	Tons.	Where Built.	When Built.	Voyages originally engaged for.	Additional Voyages since engaged for.
Atlas	1,267	Paul near Hull	1812	6	None.
Marquis of Wellington	961	River Thames	—	6	d°.
Lady Melville	1,263	d°	1813	6	d°.
Castle Huntly	1,311	Bengal	—	6	d°.
Minerva	950	Bombay	1812	6	d°.
Herefordshire	1,200	d°	1813	6	d°.
Vansittart	1,200	Calcutta	—	6	d°.
General Kyd	1,200	d°	—	6	d°.
Total 62 Ships.					

24 Ships engagements expire with their present Voyage.
6 d° have one Voyage only to perform.
4 d° - - two d° - - - - d°.
5 d° - - three d° - - - - d°.
9 d° - - four d° - - - - d°.
9 d° - - five d° - - - - d°.
4 d° - - six - d° - - - - d°.
1 d° belonging to the East India Company.

Total - - 62 Ships

EXTRA SHIPS:

SHIPS NAMES.	Tons.	Where Built.	When Built.	Voyages originally engaged for.	Additional Voyages, since engaged for.
Ann	508	River Thames	1801	6	None.
Lord Eldon	538	South Shields	1802	6	d°.
Tottenham	517	Stockton	—	6	d°.
Carmarthen	552	River Thames	—	8	d°.
Huddart	547	d°	—	8	d°.
Union	550	d°	—	8	d°.
Tigris	527	Newcastle	—	6	d°.
Alexander	614	Liverpool	1804	6	d°.
Indus	567	Newcastle	—	6	d°.
Lord Keith	599	River Thames	—	6	d°.
Retreat	505	Topsham	1801	1	4
Union	723	Calcutta	1800	4	1
Sir William Pulteney	565	d°	1804	6	None.
Northumberland	637	Newcastle	—	6	d°.
Lady Lushington	594	Bucklershard	1805	1	2
Larkins	637	Bengal	1808	1	2
Batavia	551	Topsham	1801	1	1
Moffatt	776	Bengal	1807	1	1
Lord Forbes	513	Chester	1804	1	1
Minerva	534	Lancaster	1805	1	1
Lady Carrington	564	Bristol	1808	1	1
Coldstream	693	River Thames	1810	1 as a Regular Ship.	1
Total 22 Ships.					

16 Ships engagements expire with their present Voyages.
2 d° have one Voyage only to perform.
4 d° - two d° - - - - d°.

Total - - 22 Ships.

East-India House, the 15th June 1814.

J. MORICE.

—(93.)—

Copy of the CORRESPONDENCE between the East India Company and the First Lord of the Admiralty, in the Months of March and April 1802, relative to the building of large Ships for the Company's service, with the Resolutions of the Court of Directors thereupon.

AT a Court of Directors, held on Tuesday the 30th March 1802 :—

The Chairman having communicated to the Court a conversation which had taken place between Lord St. Vincent the First Lord of the Admiralty, and himself, on the subject of the present urgent want of large timber for the use of the Royal Navy;

Resolved, That the Chairman and Deputy Chairman be desired to take an early opportunity of waiting upon his Lordship, and to express to him the readiness of this Court to concur with his Lordship in any plan which His Majesty's Ministers, after due consideration, may deem likely to assist the Public Service; and that they be desired to receive and to communicate to this Court the wishes of His Majesty's Ministers upon this important subject.

At a Court of Directors, held on Wednesday the 31st March 1802 :—

On reading a Letter from the Earl of St. Vincent, at the Admiralty, dated this day, addressed to the Chairman and Deputy, stating, that from the Reports which have been made by the Navy Board, of the quantity of timber now in store in His Majesty's Dock Yards, and of the difficulty which is likely to be felt in obtaining the necessary supplies, it appears to be highly expedient, that care should be taken for preserving all the timber of large dimensions now in this country for the service of the Navy, and consequently to limit the tonnage of any ships which may in future be built for the service of the East India company; that he is therefore desirous of being furnished with their opinion before he takes any farther step in consequence of the Navy Board's representation, of the tonnage to which their ships may be limited, without material prejudice to the Company's interests; that he is disposed to think, that the burthen of the largest ships ought not to exceed 800 tons; also stating, that in his Lordship's opinion, it would be highly beneficial to His Majesty's service, if the Company would undertake to build a ship of the line and a frigate annually at Bombay, of the teak timber; and if the Chairs see no objection to the measure, requesting to be favoured with their sentiments thereon, stating, at the same time, under what regulations and conditions the plan could be carried into effect.

Ordered, That the said Letter be referred to the Committee of Shipping, to examine and report.

At a Committee of Shipping, held on Friday the 2d April 1802 :—

A Letter from the Earl of St. Vincent, dated Admiralty, 31st ultimo, and referred by the Court the same day, being read, stating, that he thinks the burthen of the largest of the Company's ships ought not to exceed 800 tons; also, that it would be highly beneficial to His Majesty's service, if the Company would build a line of battle ship and a frigate annually at Bombay, of the teak wood; and,

Draft of a Letter to the Earl of St. Vincent, being prepared in answer thereto; the same was read and approved, being as follows; viz.

" My Lord,

" The Court of Directors, desirous to manifest their early attention to the important subject of your Lordship's letter, of the 31st ultimo, have immediately taken the same into their consideration, and feel no hesitation in declaring, that as your Lordship is satisfied that it is essential to the Public Service, they are ready to meet your Lordship's wishes, and to resolve, that for the certain term of five years, they will not build any ship beyond from 800 to 820 tons. They trust this period will be sufficient to ascertain whether any further restriction be necessary; and that your Lordship would, under such a determination on the part of the East India company, wait its effect before any other measure be resorted to. It must be known to your Lordship, that only the East India company build ships of above 600 tons; therefore the proposed restriction of the Court may, it is submitted, answer every purpose, without agitating the public mind by a question in Parliament.

" With respect to the proposal for building at Bombay a ship of the line and a frigate annually, for the Public Service, we beg to assure your Lordship, that the Court of Directors are now, and will always be, ready to consult with Government on the best mode of carrying into effect a measure which, in the opinion of your Lordship, is so desirable an object.

" We have the honour to be, &c.

" CHARLES MILLS,
" JOHN ROBERTS."

At a Court of Directors, held on Friday, the 2d April 1802 :—

Draft of a Letter from the Chairman and Deputy Chairman to the Earl of St. Vincent, stating, that the Court of Directors, desirous to manifest their early attention to the important subject of his Lordship's letter of the 31st ultimo, have immediately taken the same into their consideration, and feel no hesitation in declaring, that as his Lordship is satisfied that it is essential to the Public Service, they are ready to meet his wishes, and to resolve, that, for the certain term of five years, they will not build any ship beyond from 800 to 820 tons; that they trust this period will be sufficient to ascertain whether any farther restriction be necessary; and that his Lordship would, under such a determination on the part of the East India company, wait its effect, before any other measure be resorted to: And that, with respect to the proposal for building at Bombay a ship of the line and a frigate annually, for the Public Service, the Court are now, and will at all times be, ready to consult with Government on the best mode of carrying into effect a measure which, in the opinion of his Lordship, is so desirable an object; was read and approved.

East-India House,
15th June 1814.

J. MORICE.

XVIII.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Veneris, 10° *die Junij*, 1814 - - - - - p. 527.

Mr. John Forbes Mitchell.

Lunæ, 13° *die Junij*, 1814 - - - - - - p. 541.

Mr. Benjamin Hobbs.
Mr. John Mumford.
Mr. William Stovald (2d time.)
Mr. Patrick Maitland.

ACCOUNT, and PAPERS, - - p. 554.

(90.)—Prices per ton at which Shipbuilders in Private Yards have offered to build Ships-of-the-Line, Frigates, &c.

(91.)—Forms of Advertisements for building, in Private Yards, Ships-of-the-Line, Frigates, &c.

Ordered, by The House of Commons, *to be printed*,
15 *June* 1814.

XX.

Select Committee on East India-built Shipping.

Jovis, 16° *die Junii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. *Gabriel Gillett*, Called in; and Examined by Mr. SPANKIE.

Mr. Gabriel Gillett.

IN what part of India did you reside?—At Calcutta.

In what capacity were you there?—Ship-builder principally.

How long did you reside there, and when did you return to England?—I have been home upwards of eighteen years, and I resided there between nine and ten.

You were acquainted with the ship-building at Calcutta, of course, at the time you resided there?—Yes.

You are acquainted with the nature of teak-wood?—I am.

Do you know any wood equal to it for durability and fitness for ship-building?—Of the northern part, the Malabar teak I think superior to any other kind of timber; there is a great deal of difference in teak.

How many different ship-building establishments were there at Calcutta, at the time you left?—I should think there were not more than three or four.

How many ships might be annually built there at that time?—I can tell you nearly the tonnage I built, during the ten years I was there; I built upwards of 6,000 tons.

At the time you left it, how were the teak ships generally fitted out; I believe that was before they were allowed to come to Europe generally?—Yes.

Was any part of their outfit, at that time, derived from Great Britain?—Yes, very much so.

State generally what articles for the outfit you used to receive from Europe?—We used to receive almost all our iron nails of different descriptions, copper nails and copper bolts; we did not at that time use many copper bolts, but what we did, came from this country; and a great deal of cordage; almost all our lower and standing rigging was from this country, and a great many spars for the lighter masts.

Those articles, particularly iron and copper, are not to be found in India?—No.

Did you ever know that the peninsula of India produces copper?—No; I have seen iron of its produce.

The manufactured iron is still in a backward state?—I believe it is; I never saw any good iron manufactured there.

You are not probably acquainted with the state of the canvass manufactory in India?—We were principally supplied, when I was there, from Europe.

At that time was there any considerable quantity of tonnage which belonged to Calcutta, of country-built ships generally?—No, but employed in the country trade; the numbers I cannot tell without reference; when I came away, there were very few ships building, and very little trade carrying on; in a year or two afterwards, I know it increased wonderfully.

During the time you were at Calcutta, probably you would have an opportunity of making observations of the resort of shipping of various nations?—Yes.

Were there many Danes, Swedes, and Portuguese resorting there?—Yes, a great many.

Was their trade considerable?—Yes, the Danes in particular.

The American trade was then only in its infancy?—There were a great many American small ships that used to be there at that time.

Mr. Gabriel Gillett.

Could you state what proportion generally, at that time, the Foreign European trade and the American trade formed of the whole trade to Europe, compared with that of this country?—No, I really cannot form any comparison.

Could you estimate the number of ships or quantity of tonnage generally?—No, I do not think I could; I believe about the year 1793 or 1794, there could not be less than seven or eight ships under Danish colours, which, I believe, were British property.

Large ships?—Six and seven hundred tons some of them.

Was it not a matter of notoriety, that a considerable part of that which was carried on under Danish and Swedish colours, was in reality British property?—Yes, very well understood.

That was at a time when what is called the Private Trade had little or no facility?—It was.

You are acquainted with the trade from India to England, generally speaking, in some degree?—Yes.

In your opinion, if the teak-built ships were excluded from the trade between England and India, would those foreign nations have opportunities of resuming the trade which they formerly carried on under false colours?—I should think so.

Do you conceive that the trade between England and India has been increased since the facilities given to the private trade?—I should conceive it has increased very materially.

[*Mr. Adolphus.*]—You have had nothing to do with the Indian trade since you left India?—Yes, I have still.

[*Mr. Spankie.*]—Upon the supposition of an open trade, which now exists, between England and India, do you think the trade, in gruff goods particularly, could be so conveniently carried on in ships sent from England as in country-built ships?—I should think not.

[*Cross-examined by Mr. Adolphus.*]

At the time you left India, the establishments for building ships had not been long made?—There was very little building done in India before I went there; Colonel Watson had the first and a very great establishment there.

At what time?—Just before I went out; that was in the year 1786.

In your time the ship-building establishments increased considerably?—Very much so.

They were then merely for carrying on the country trade?—Yes.

The establishments at Calcutta were inferior to those at Bombay in point of extent?—Yes.

But the building for the country trade was sufficient to keep the establishments then existing, going on?—They built very few ships, before I went to India, at Calcutta; they built them mostly towards the eastward.

But the building for the country trade was sufficient to keep up the establishment?—Yes.

You say, you know of no copper or iron being found in the peninsula of India?—No, I have heard of iron being found at Ganjam, and I believe at Pegu also; but I never saw any of it in a manufactured state.

Having been away eighteen years, and knowing the industry and ingenuity of the people of India, you would not be surprised if the manufactures of iron and copper do become such as to enable them to answer all purposes in time, should you?—No, I should not.

You would rather expect it should be so than that it should not?—With regard to copper, I never heard of its being found in India at all; but I think with British capital and British industry, the natives there are capable of doing anything.

Then if copper can be imported from South America, or any other part adjacent to India, they can manufacture it?—I should think so; a part of the manufacture of copper, of the metal part, I have seen performed there very well,—the casting.

Committee.]—You do not mean sheet copper?—No.

You mean for the purposes of utensils for the natives?—Yes; and braces for ships and guns they have cast there.

Mr. Adolphus.]—And the same ingenuity that could do this, could, if properly stimulated, do any thing, could it not?—I think so.

Now

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Now with respect to sail-cloth, they possess abundantly the means of making that?—I understand they do.

It has fallen within your observation perhaps, that they have the material?—Yes.

And you have no doubt that they can proceed to the making of it with perfect correctness and facility?—I know they can, and they do it.

Hemp and cordage, I suppose there is nothing so mysterious in that, but they can arrive in making it to great perfection?—They could make it while I was there; but it was not so durable as the cordage that is manufactured in this country.

But in eighteen years it is probable they have improved, and will go on improving till they attain perfection?—Oh yes, I know that they do make it, and I have understood that it is almost equal to our European cordage.

Gun-carriages, blocks, and all those parts of the ship that belong to a block-maker, they can do; every thing as well as here?—Yes; I did every thing of that sort myself when I was in India.

With respect to the foreign vessels, you say you cannot tell their proportion to the British vessels?—No.

In 1793 and 1794 a great number of Danes and Swedes, you say, traded with British capital?—I do not know that so many Swedes did; there were a great number of Swedes, Danes and other neutrals; they were principally with British capital under the Danish flag.

That was at a time when war had recently broken out?—Yes.

When the French had rather a powerful fleet?—No; the French had no fleet that I know of in India at that time, for I think we only heard of the war about twelve months before I came home.

But it was at a time when trading under neutral colours was a great advantage to the British people?—They had no other opportunity of trading to Europe but in that way.

Under those colours?—Under those colours.

Committee.]—Why not?—The Company would not permit it; or they would only permit it with the stipulated tonnage they allowed.

Mr. Adolphus.]—If under similar circumstances, now the trade is thrown open, there should be a war again, it would be quite as political to trade under a neutral flag, would it not?—That would depend upon the facility given to trade in this country.

But the trade of a private merchant would then be advantageously carried on under a foreign flag, though with his own capital?—Yes, I should think it would.

Teak-built ships, we have all understood and know perfectly well, are much superior in duration, and require much less repair than British-built ships?—Yes, there is no question about that.

Therefore if the teak-built ships were admitted to registry, and stood on precisely the same footing as British ships do in every respect, is it your opinion that any man would buy an oak ship who could get a teak one?—Certainly not; I mean, of course, on equal terms.

Supposing the costs to be the same, or near about the same?—Yes.

Committee.]—Would that be the case, suppose the prime cost of a teak ship to be rather more?—Yes, I should think so; when I speak of a teak ship, I think some teak ships would be worth double the price of British ships, I mean a Malabar teak-built ship.

[*Re-examined by Mr. Spankie.*]

You have been asked respecting the manufacture of copper in India, do you speak of the manufacture of the ore into copper, or only the sub-manufacture of copper into various trifling articles?—Certainly, that is what I mean, the manufacturing it into different articles for the purpose of ship-building.

You never knew of any copper ore imported into India to be smelted there?—No, they usually import what they call the tile copper; there I believe they call it the Cadelly copper.

Do you know of your own knowledge of any copper being imported from any parts of India into British India?—No, I do not.

Do you know any thing at all of copper being found in the Brazils, or Portuguese South America?—I think I have heard it, but I do not know that it is so.

But in general, so far as your observation extends, the copper used in India was exported from Great Britain?—Yes, and some from Sweden.

Mr. Gabriel Gillett.

You have been asked whether the increased number of Danish ships you have spoken of, did not take place in 1793, in consequence of the war; now I ask, whether prior to the war, the same circumstance did not exist, of numbers of Danish ships resorting to India?—Yes; I think there were a great number of Danish and foreign ships principally belonging to themselves.

You were asked, in case of a war requiring the facility of a neutral ship, the same thing might not take place; do not you think that if the British merchant in India had not facility to induce him to trade directly to London, he might be induced again to put his capital into a foreign channel?—Yes, certainly I do.

In your time, did you know of any of those foreign nations possessing, or desiring to possess, teak-built ships?—I dare say they would; if they wanted ships, they would prefer teak; they must know the value of them, persons who are in the habit of trading there.

Committee.]—Have you ever sold teak ships to foreigners?—I have sold ships that have gone under the foreign flags.

Mr. Adolphus.]—Do you know whether the foreign nations you have alluded to, Denmark, Sweden, and those countries, build ships considerably cheaper than they can build them in England?—I should think they could.

Committee.]—Do you know any thing about it?—I know that foreign ships used to come out and there be sold a great deal cheaper than the English-built ships could be; Danish ships and Swedish.

Mr. Adolphus.]—Have you known in many instances, of their purchasing teak ships at all?—No; I do not know of any instance of it.

Are your apprehensions very serious, that the countries which have ship-building establishments of their own, and can build cheap, will be induced to give up those establishments to buy teak ships?—Individuals would not look to that.

An individual here and there may buy?—Yes.

But the general trade still be conducted in the ships of the country, whatever it may be?—I should suppose so, certainly.

At Java they can build good ships?—I do not know what establishments they have; they have very good materials, far superior to any at Calcutta.

The Brazils also afford good ship-building?—They are very durable ships; I have seen Brazil ships.

So that without recourse to India, either in cheapness or durability, the nations of the Continent, which you have alluded to, can find themselves in ships?—I should think so.

In ships I mean that will require no recourse to teak ships?—Yes.

The Americans, I believe, never spend much money upon you?—The Americans generally brought small cheap ships of their own; they brought ships frequently to sell there.

[*Examined by the Committee.*]

You have been some time in this country?—I have.

Have you had any shipping transactions since you have been in this country?—I have.

Have you now any ship?—I have.

Is she in the Company's employ?—She is.

An India-built ship, or built in this country?—She was built in this country.

Of what size is that ship?—She is 955 tons.

Has she undergone any repair in this river?—She has only made one voyage, and therefore she has had no repair.

Have you had any experience or knowledge of the expense of the repairs in this river?—My own former ship was so far very fortunate that her repairs were very trifling.

Do you consider the repairs of ships in this river as very expensive?—Enormously so, I think, in the Indiamen.

Was your former ship a teak ship?—No; she was built in the river.

Have you had any bills of repairs or expenses in this river?—Yes, I have occasionally; we had consignments when I was in business myself; and we had of course bills for repairs and stores.

Do you think the expensiveness of repairs in this river, is one reason why ships

are

Mr. Gabriel Gillett.

are not repaired here?—I think it must take a great many ships out of the river, certainly.

Do you know upon what footing the private dock-yards, for the building and repairs of ships in Calcutta, are?—They are private property.

That you know?—Certainly.

You know the kind of tenure by which the proprietors of those yards hold them?—Yes, it is freehold; the place I had in Calcutta was my own, and I sold it, when I came away, to my successors.

You held it in inheritance, and not as leasehold?—Yes, I bought it.

Are the yards where ships are built and repaired, situated in that district which is allowed to be held by private persons in freehold?—Yes, always, I believe; I do not know to the contrary.

You have said that the very high charge for repairs in the river here, is very much against the shipping that is built for the carrying on of the India trade?—Certainly, in the war time; because the necessary rise in the material and labour has increased the price of building and repairs very much.

Do you think that very high charge which is made for building and repairing them, is likely to drive them elsewhere?—An India ship has no power to go elsewhere to be repaired.

Did you never know an Indiaman go to be repaired at any of the out-ports?—No; I never understood that the Company would permit that; they are all repaired, under the inspection of their own surveyors, in the river.

You are acquainted with the Bengal river?—Yes.

You were acquainted with the cause of insurance there, in your time?—Yes.

Was it in your time that the river-risk in Calcutta, formed a separate subject of insurance?—Yes, I think it did.

Amounting to a pretty considerable premium?—That would depend entirely upon the season.

To the amount of one and a half, or two per cent.?—I really do not recollect, at this distance of time; but I should think, in a south-west monsoon, it would be one and a half per cent.

A ship even of 800 tons would run some risk in coming up the Calcutta river?—Yes.

Much more a ship of 1,200 ton?—Yes.

It would not therefore be very prudent in a man to bring his ship of 1,200 tons up the Calcutta river, for the mere purpose of having her repaired, unless he found some great advantage in getting her repaired there, rather than elsewhere?—Certainly.

She must incur all the river-risk?—Yes.

And of course be subject to that increased expense, of one and a half or two per cent.?—Yes; when I mention that, I of course subject the ship to the seasons.

Do you know any thing of the trade of the country?—Yes, pretty generally.

At the time you knew India, there were very few Indian ships employed in the trade between this country and that?—No, there had not been any; they were not permitted to come to this country at all before I came home.

Do you know whether at that time much of the produce of that country, with a view to our manufactures here, were sent home?—Yes.

It is meant, what are called gruff goods?—I think there were hardly any gruff goods came home at that time; the high freight would preclude them from sending home gruff goods.

Considerable quantities have come home since?—Yes.

Do you think, if a free intercourse of India ships were permitted, a greater quantity would come home than could come in English shipping?—I should think so.

Could it ever answer, to send out English ships from this country, with a view to bring home gruff goods?—Not without the freights are very much reduced indeed, and the price of shipping.

The ships you have built, and those generally built in India, were for the country trade?—Yes.

And since they have had permission to come home, they have occasionally come home?—Yes; the ships that have been built since I left, have generally come home.

They stand the climate very well?—Yes, they do.

How do English-built ships stand that climate?—Very badly, I think, in general.

They would not answer very well to carry rice to Madras or Bombay, in case of a famine;—I think most English-built ships, with the exception of the river-built

Mr. Gabriel Gillett.

built shipping, would not last in that country more than three or four years to be safe.

That would also apply to foreign European-built shipping?—Yes, to Dutch particularly.

That may afford some reason why foreigners who are much engaged in the India trade, should prefer to use teak ships, may not it?—If they intended them to remain in the country, they no doubt would prefer teak-built ships.

And so if they intended them to carry on a trade between India and Europe occasionally, taking advantages of opportunities in the country trade?—Yes.

Which is the most prudent use that ever a ship-owner engaged in the India trade can make of his shipping, is not it?—Yes; he will not let his ship lie idle, if he has an opportunity of trading, and the season will permit it.

Mr. James Thorn, Called in; and Examined by Mr. SPANKIE.

Mr. James Thorn.

WHERE do you now reside?—At Camden Town.

You were formerly in the employment of Messrs. Collins, considerable timber merchants?—I was.

What was your business while you were in their employment?—To survey timber for them.

Have you also surveyed timber for Government?—I have.

In the course of your business as a surveyor of timber, have you observed whether the timber of large size 60 feet metings, or thereabouts, has increased or decreased?—Very much decreased indeed.

Compared with what it was ten or fifteen years ago, in what proportion has that decreased?—I do not suppose that there is one-third of the 60 feet metings there was fifteen years ago.

Of what parts of the country do you speak, when you say there is not one-third?—I should suppose in all parts; in all parts where I have been, I am sure there is not.

What are the parts where you have been?—The counties of Kent, Sussex, and Hampshire.

Any others? Mention those counties in which you have made surveys.—Essex.

Any more?—Not where I have done a great deal of business.

You have been occasionally in other counties?—I have.

Have you been in the timber parts of those counties?—I have.

Are you acquainted with the state of the timber in those counties?—Pretty much.

Have you ever experienced any difficulty in procuring large timber?—I have found a great difficulty in it for the last seven years.

And your object was to find it if you could?—Certainly.

And went out for the express purpose?—I went out for my employers for the express purpose.

In the course of your observation, did you meet with much hedge-row timber; and can you tell us what the state of it in those counties now is?—There has been a great deal of it grubbed and cut down, both in the counties of Kent and Sussex.

For what reason is that timber decreased, as far as you observed; has it been from the demand of timber?—No, by the gentlemen farmers grubbing up and cutting down the hedges, and clearing away the timber.

Committee.]—To make the enclosures larger?—To make the enclosures larger.

Mr. Spankie.]—That hedge-row timber is considered prejudicial to the wheat land, which it adjoins?—It is.

And has that led to the destruction of hedge-rows in those counties?—Yes, and destroyed a great deal of young timber, where otherwise it would have been growing up; that is supposed generally to be the case.

Have you been in the custom of marking trees for being cut down, in any of those counties?—Yes.

Have you ever been employed to mark any of that hedge-row timber recently, and in any quantity?—The hedge-row timber is generally cut down by the gentlemen, and sold after the bark is taken off. I have been in the habit of measuring it after the timber has been fallen, and put a price on it for sale.

Can

Mr. James Thorn.

Can you mention any estates particularly, in which that has been done?—Major Woodgate has cut a great deal.

Where does he live?—At Tunbridge.

Any other?—No, I do not recollect particularly, but many more in that neighbourhood.

Have you been in Kent recently this year?—Yes, I have valued a great deal of timber in Kent this year, marked, and valued, and sold.

Are you acquainted with the timber upon the estate of Mr. Lambert?—Yes, I am.

Is there much ship building timber upon his estates?—Very little indeed.

Can you make any general estimate of what there is?—I should suppose there are not more than 100 loads.

Do you know any thing of Mr. Austens?—Yes, I do.

Has he a great quantity of large timber?—Perhaps he may have from 3 to 400 load on his estate.

Has Mr. Woodgate a large quantity?—He has not.

What quantity may he have?—Perhaps 150 load, as near as I can state.

You speak now from having seen those estates not long since?—Certainly, I am very well acquainted with them.

Having seen them often at different times?—Yes.

Formerly, I believe, those gentlemen had large quantities on their estates?—They had.

In the course of your observation, and with reference to their estates as well as others, is there a succession of timber now in progress, to replace that which you state has been diminished within the last ten or fifteen years?—There is a succession that will take place, and make a succession of navy timber in forty, and from that to fifty and sixty years hence; some of it in forty, some in fifty, and some in sixty years.

Do you think there is, in those counties with which you are best acquainted, any succession to come in for the consumption, till you arrive at that forty, or fifty, or sixty years?—I do not know where it is; timber is cut very close in every part I have seen.

And you have looked at those various estates, in different parts of the country, with the eye of a person wanting the timber for the use of your employer?—Certainly.

We have heard a great deal of the timber upon the estates of Tilney Long, near Basingstoke, Lady Mildmay's at Dogmersfield, Lord Bolton's at Basingstoke, and Sir Thomas Baring's at East Stratton; will you look at that *(handing a paper to the witness)* does that contain an account of the quantity of timber there?—Yes.

Tell us how you surveyed it?—Some part of it I surveyed on foot, and some part I rode over the estate.

Did you make the survey with accuracy, so that nothing should escape your observation?—Not quite so close but what I might miss a few trees.

But is that very nearly what you conceive there is?—Very nearly.

Do you apprehend that those quantities fall short, or much short, of the real quantity on those estates?—As near the quantity as I can set it.

[It was delivered in, and read, as follows:]

The Navy Timber now standing and growing on the different under-mentioned Estates in Hants.

965 Oak trees - -	quantity,	772 Loads,	on Rotherwick estate of Tilney Long, near Basingstoke.
1,650 Oak trees - - - - - -		1,320 Loads,	on Sir Henry Mildmay's estate, Dogmersfield.
1,450 Oak trees - - - - - -		1,160 Loads,	on Lord Bolton's estate, Basingstoke.
3,300 Oak trees - - - - - -		2,640 Loads,	on Sir Thomas Baring's estate, East Stratton.
7,365		5,892	

What trees, of what size, do you include in these numbers?—Trees meting forty feet, I took down nothing less; I took trees from five-and-twenty feet upwards.

And those loads are in round measure?—Yes.

[*Cross-examined by Mr. Adolphus.*]

Mr. James Thorn.

You say you were formerly in the employment of Messrs. Collins?—Yes.

How long have you left that employ?—Fifteen years.

Who have you been employed by on these surveys?—By many gentlemen.

Who were you employed by last to make these surveys which you have spoken of?—Mr. Lavie.

Who were you employed by, when you looked with the eye of a person meaning to purchase that which you surveyed?—I have set a great deal of timber out for Lord Camden, and many other gentlemen; I finished a survey for Lord Camden about a month ago.

Where was that?—The Wilderness and the Bayham's estate.

What quantity might you find on Lord Camden's estate?—I have not had a general survey of it, only been marking out for sale.

Is there a great deal of timber on his estate?—There may be 15 or 16,000*l.* worth that will do for navy timber, in the Wilderness; and upon the Bayham's, about 20,000*l.* worth.

These are in Kent?—They are; there is a great deal of timber on Tilney Long's estate, there used to be, but part of it is beech, which makes a large show as you ride along the road, and so in other woods.

When did you last survey any timber, for any timber merchant who proposed to buy it, in either of the counties of Kent, Sussex or Hants?—I am not employed by the timber merchants to survey for them nor any person, I am employed by the gentlemen who set it out.

Then you have not, for a considerable time past, surveyed any timber for any person who intended to purchase it?—I have not.

When was the time, then, that you looked at all this wood, with the eye of a man who meant to survey its value, for some person who was either to purchase or sell it?—I have not been employed on any of these estates, to value for marking out, neither Tilney Long's estate, nor Sir Thomas Mildmay's, nor Lord Bolton's; I was sent by Mr. Lavie to go through those estates.

Then you have not been employed professionally to survey timber for some time before you were employed by Mr. Lavie?—I have marked this year 50,000*l.* worth of timber for different gentlemen.

In the different counties you have mentioned?—In the counties of Kent, Sussex and Surrey.

You were very much put to it to find that quantity?—I was; and half this quantity was not navy timber.

And very much puzzled to find that quantity of timber in those counties?—Yes; if I was ordered I could not find it, nor half the quantity.

From whom have those orders proceeded that you could not find timber for?—Different gentlemen.

Name them.—Major Woodgate, Henry Woodgate, Stephen Woodgate, and Lord Camden.

Who else?—I do not recollect who else in particular.

I suppose they did not send you to survey any body's estates but their own?—To be sure not.

And that is all the surveying you have done of late years?—No.

Within this year?—Yes.

Then you found upon their estates the 50,000*l.* worth of timber you speak of?—Not this year.

When?—In 1810, I was at Major Woodgate's and found a great quantity; then I was at Lord Camden's last year, and there I found more than 40,000*l.* worth of timber on the estate; but there was not a quarter of it was navy timber; it was most part beech and ash.

Then does your knowledge of these counties arise principally from your surveying these estates for these noblemen and gentlemen?—I have been on the estates.

Have you been on other estates in Sussex and Kent?—No, I have not.

Those in Hampshire you went to survey upon Mr. Lavie's retainer?—Yes.

When did you go?—Last Saturday.

The last Saturday that ever was?—Yes.

How many days might you employ in the survey of these estates?—Four days.

Did you begin on Saturday, then?—Yes.

You

Mr. James Thorn.

You got down to them on Friday, then?—No, I got down early on Saturday morning, and went to work.

You went to work and surveyed these estates on Saturday, Monday, Tuesday, and Wednesday, I suppose?—Saturday, Sunday, Monday, and Tuesday.

Somebody showed you about the estates, I dare say?—Yes.

Who showed you about?—A labouring man on the estate showed them to me at 'Squire Long's.

When did you examine that, on Saturday?—On Saturday.

Who was this labouring man, did you know him?—No, I did not.

Do you know his name?—No, I do not; he told me he knew the estate.

And you took his word and went and surveyed the estate?—He went with me.

You did not know the estate, and you took it as he showed it to you?—Yes, he showed me the bounds of it.

You do not happen to know his name?—I do not.

Did you pick him up at a public house, or how did you get him?—He was sent for by the landlord to a public house.

And under his direction you viewed Mr. Tilney Long's estate?—I did.

I think you have told us, you did not go so particularly over it as to see every tree on it?—No.

You never sent to Mr. Tilney Long, or his steward, to ask permission to view his estate?—Mr. Tilney Long was from home, and I asked for the steward, and he was out, so that I was obliged to go how I could.

Who did you ask whether Mr. Tilney Long was at home?—The publican.

He told you he was not at home, and he sent for a labouring man, and you and the labouring man set out to view an estate, the dimensions of which you did not know?—Yes.

Who was the publican, did you know him, what sign did he keep?—The White Hart.

Where is the White Hart?—At Hook.

Near Basingstoke, I suppose?—About five miles on this side Basingstoke.

How long were you surveying this estate of Mr. Tilney Long's?—Saturday.

All Saturday?—Yes.

Of what extent may the estate be?—I cannot tell that; there is a great part of the estate where there is no timber at all; I only went to see for navy timber.

As your friend the labourer told you?—Yes, he told me he had known the estate for thirty years.

Did you survey any of the adjoining estates?—No, only just in that part.

Did you see any timber trees growing on lands you did not survey?—Not a great deal.

But some?—Some; there was a succession of young timber and very good.

Within your view?—Yes.

But which you did not take any account of?—Which I did not take any account of; I took an account only of the navy timber.

You know nothing but what this labouring man told you, whether it was Mr. Tilney Long's timber or not?—I know nothing of the estate but what he told me.

Do you know any thing but what the labouring man told you?—Certainly not.

Did you see Mr. Lavie before you went into Hampshire, or any person from him?—I saw Mr. Lavie, and he gave me the order.

What did he tell you, you were to go down to do?—To go down to these persons estates, to take a survey of the timber, as near as I could get it; and to ascertain the quantity of navy timber.

Did he tell you why you were to do that?—No, he did not.

Did he say nothing to you about any body having said any thing of that timber?—No, he did not; he gave me these directions, and I went.

What sized timber were you to survey?—Thirty feet and upwards, to make forty feet metings round measure.

Was that all that passed on the occasion?—Yes, it was.

When did you go to Sir Henry Mildmay's estate?—On Sunday morning.

How far is that from Basingstoke?—About two miles and a half from Mr. Tilney Long's.

Did the same labouring man go with you there?—He did.

And you surveyed in the same manner on the Sunday as you did on the Saturday?—I did.

With the same guide to instruct you?—Yes.

Mr. James Thorn.

When did you go to Lord Bolton's estate?—On Monday.

With the same labourer?—No, I went to Lord Bolton's carpenter.

Who is he?—I do not know his name.

Where does he live?—He lives just by the great house in the Park.

How do you know that it was Lord Bolton's carpenter?—I asked for the Keeper, of a gentleman that rode through the park.

Who was that gentleman?—He was a stranger; I asked him whether he could tell me where Lord Bolton's park was.

Who went with you upon Lord Bolton's estate?—I went by myself there; I only took a survey of the park on that estate.

You saw nothing there but the park?—Nothing else.

What other woods Lord Bolton might have in that neighbourhood, you do not know, then?—I saw some farms at a distance off, which appeared to have a parcel of very good timber upon them, but I did not go on them at that time.

Did you go on them at all?—Not at all.

Then what more timber Lord Bolton may have, you do not know; you surveyed the park, but whether he has any more timber on his estate, you do not know?—No, I do not know; I did not go about the estate.

When did you go to Sir Thomas Baring's?—On Monday, in the evening.

How far is Sir Thomas Baring's from Lord Bolton's?—It is about fourteen miles.

Did you go on horseback or on foot over all these estates?—On horseback, and sometimes on foot.

Who showed you Sir Thomas Baring's estate?—Evans, a carpenter.

Where does he live?—On the estate.

He showed you the estate that evening?—No, the next day, in the morning.

Of what extent is the estate of Sir Thomas Baring?—I do not know.

About what?—I cannot say; I never asked the question.

How long were you there?—I finished it on Tuesday night; I did not go to every place where the timber was, only to the park, and one wood, where there was some navy timber; it is, as near as I can calculate it, about 3,300 trees.

What more there was you cannot tell?—I cannot.

Did it happen to fall from any of these persons that Sir Thomas Baring's estate covers two parishes?—No, it did not.

But you looked at what was shown you?—Yes.

You went to all these four places and looked at what people showed you?—Yes, I did.

You have spoken of Major Woodgate's estate, which you surveyed in Kent?—Yes.

What acquaintance have you with Mr. Lambert's estate?—Only from going through the estate.

Do you mean to take a survey of it?—Not to take a survey of it; I have known the estate these thirty years.

But have taken no other than a common view of it, not having any interest for any purchaser, nor any motive?—Not at all.

You yourself do not deal in timber, but you only survey it when the job is given to you?—I survey timber wherever I am employed.

But you do not deal in timber?—I do not.

Therefore if you had no job on his estate, you looked at it merely for curiosity?—I have worked on it many times as a carpenter.

How lately?—About twenty years ago.

Upon what do you found the observation, that hedge-row timber is very much grubbed up; in what particular place is that?—In a great many counties; in Kent and Sussex more than any others.

I understood you to say that this hedge-row timber had been destroyed where the hedges themselves had been destroyed, of which they formed a part?—To be sure.

That is, when they thought it convenient to lay two fields into one, the hedge-row timber went away with the rest of the separation?—It did.

Do you know of that practice prevailing in any other instances, except where the fields were laid together in that way?—No, except in wood land, where they have grubbed the woods.

Do you not know, on the contrary, that every encouragement is given to the growth of hedge-row timber, at this time, in the country?—No, I do not think every encouragement is given, by far.

Do

Mr. James Thorn.

Do you think any encouragement is given?—It is.

What is that little that you do know, where is it?—As much as any where, upon Lord Camden's estate, the timber is encouraged.

That is in Kent?—Yes, it is.

You know nothing of premiums being given to persons to preserve the young trees in the hedge-rows?—No, I do not.

You would think that very good policy though, should not you, in any proprietor of an estate?—Yes, I should suppose it was, certainly; I have no doubt of it; it is a very good plan.

I do not understand you to say, that you know the counties of Kent and Sussex, in general?—No, not in general.

Only those particular estates which you have seen?—Yes.

Namely, the estates of the Woodgate family and Lord Camden?—Yes.

Do you know much of Mr. Austen's estate?—Not a great deal; not so much as I do of the others.

Of the many other noblemen and gentlemen who have estates in the counties of Kent and Sussex, you know nothing?—Not a great deal; not enough to answer any thing about them.

Do you know, for example, that the Duke of Dorset has a considerable quantity of timber in Kent?—Yes, he has a considerable quantity, but not a great deal of navy timber.

You have not surveyed his estate?—No, I have not; but I have seen his timber, in going through the estate and passing it.

How long ago is it since you saw it at all?—I have been through the park three or four times this summer.

But he has an estate beyond his park, has not he?—Yes.

Have you been through his woods this summer?—No.

Have you been through them lately?—No.

How long ago?—Not these seven years.

Do you know any thing of the great wood near Canterbury?—No, I do not.

Then your knowledge of the county of Sussex, is not so great as your knowledge of the county of Kent, I apprehend?—It is not.

And when you speak of large-sized navy timber being diminished by two-thirds, do you mean to extend that observation further than as to those estates where you have surveyed it, and caused it to be cut?—Yes, I do; I think that is the case in many other estates.

What means have you, if you have not surveyed or interested yourself about those other estates, of forming that opinion?—From riding through them, and passing them.

Of how many estates do you mean to make that observation?—There is Sir Godfrey Webster's at Battle; I know part of that estate, but no further than by going through it.

Whose else?—There is an estate at Westfield in Sussex.

Whose estate is that?—I do not recollect who it belongs to; I am sure there is not a third of the timber there was ten years ago, nor any thing like it.

You mean in these estates?—Yes.

Do you know that which you have observed, of any other estates besides these two?—No, not exactly.

Is your knowledge no more extensive with respect to the succession of timber, than it is with respect to the cutting of timber?—I know that there is a very great succession of young timber on every estate in Kent and Sussex that I know of.

But your knowledge, I think you say, is confined to those estates you have mentioned?—I do not suppose there are many more estates with timber upon them, fit for the navy.

And you know of a succession of timber in those estates you are acquainted with?—Yes, I do; it is very considerable; it is a good succession.

Is that in hedge-rows as well as copses and woods?—Yes, in copses and woods, and in hedge-rows, where the hedges are not grubbed.

What time do you take to survey 900 trees; how many hours did that cost you on Saturday?—They did not stand a great distance apart.

How long did it take you?—About eight or nine hours.

That is about a hundred an hour, when they lie conveniently?—Yes.

Mr. James Thorn.

Does that enable you to see the size of them?—Yes, you can get a sight of them sufficient to tell you what they are.

A sight of them in that way, enables you to tell what they are?—As to their being navy timber at all.

As to their contents, and so on?—Yes.

Then you do form an accurate judgment of them, passing them at the rate of a hundred in an hour, at a convenient distance from each other?—I have done it several times before.

I do not suppose you can tell within a thousand pounds what they are worth in that way?—No, I suppose not.

But as to their dimensions, and what they include, that you can tell very well in that way?—Yes.

[*Re-examined by Mr. Spankie.*]

Had you ever been in the neighbourhood of Mr. Tilney Long's house in Hampshire before?—No.

And you asked for a person capable of shewing you the bounds of that estate?—I did.

In going over that estate, did you see any other timber near it, or what might have formed part of it, that you did not take into your account?—Oh yes, I did; but it appeared to me to be very small timber.

And as far as this person told you the bounds of the Tilney estate, you took all you found within it?—I went with this person, who knew the estate, and where the largest of the timber was.

Do you include in your account of those quantities, any timber that gentlemen consider ornamental timber?—No; there was none upon that estate that I could see.

Not upon the Tilney estate?—No; there was about forty trees in the park, which is included.

And that would be considered ornamental timber, I suppose?—Yes.

On Lord Bolton's estate, you say you looked chiefly in the park?—Yes, I did.

I suppose the trees you found there were chiefly ornamental?—A great number of them.

But you did not exclude them from the return, on that account?—No, I did not.

Were you previously acquainted with the neighbourhood of that place where Lord Bolton's house is?—No.

You say you did not make such an accurate survey of the wood, distinct from the park?—No, I did not.

Did you see, from a general view round, much navy timber in the neighbourhood of that park?—No, not besides where I was.

But in any other place very adjacent?—No, I did not.

Can you tell us what proportion of that (Lord Bolton's) estate might be considered ornamental timber?—I should think two hundred, or three hundred trees perhaps.

Of that quantity?—Yes.

Is that at all a sort of timber which a timber merchant could expect to get for the supply of his purposes; is it a sort of timber, gentlemen would be likely to cut?—I think it is very likely they would; I do not know what they would do; we cannot force them to it.

Is Lord Bolton, or any other gentleman, likely to cut down his ornamental timber?—I should suppose not.

Sir Thomas Baring's you say you went to on the Monday evening, and spent all the Tuesday in surveying his property?—Yes.

And Evans the carpenter went with you?—Yes, he did.

He was as likely to know where the timber stood as any body?—He knew where all the good timber stood on the estate.

Did you desire to see all the good timber?—I wished to see all I could of it in that time, which I did to the best of the carpenter's knowledge.

He knew very well where the timber stood?—He told me he knew where the best timber all stood, and there we went; where the young timber was, it was no use to go.

There was some person showed you Lord Bolton's estate?—Yes.

There is Sir Henry Mildmay's estate at Dogmersfield, who showed you that?—The labouring man that went with me from the public house.

Did

Mr. James Thorn.

Did you view all the navy timber on that estate as you were shown it?—Yes, all round.

Did you include in that any proportion of ornamental timber?—Yes; I should think 500 trees.

You have been asked, whether you have surveyed any other estates in the counties of Kent and Sussex than those of the Woodgates and Lord Camden's; have not you lived and been a good deal in the county of Kent?—Yes, I have.

Have not you had occasion to go to various parts of that county and other counties, for the very purpose of looking for timber?—Yes; I have been in many parts of the counties of Kent and Sussex.

Then on those occasions, your attention was directed to the examination of timber?—Yes.

Then besides the particular knowledge you have of those estates, you have a general knowledge, from your acquaintance with the county, of what timber it contains?—Of many parts I have, but not to take so particular notice of it.

Then you mean to distinguish between the particular knowledge you have of some estates, and the general knowledge you have obtained in going through the counties on the busines of timber?—Yes.

When you were employed to value timber for the proprietor of it, that was in cases where the proprietor was desirous to sell naval timber, if he had it?—Not so much as he could wish.

His object was to find as much navy timber on his estate as he could?—As much as he wanted to cut that year; and I have been troubled to find it.

Major Woodgate, you say, told you to mark as much naval timber as you could?—Yes.

And of course therefore you surveyed his estate with attention to that direction, to find as much as you could?—Yes, I found as much as I could.

You mentioned, that the hedge-rows were destroyed chiefly in those places where two fields might perhaps be laid into one, and where it was grubbed up?—Yes.

You have known that frequently occur, have you?—Yes, I have.

Do you know any places where wood-land has been grubbed up, and converted into wheat-land?—Yes.

Has that taken place in a considerable degree?—Not very.

Mr. Adolphus.]—To what extent have you known wood-land converted into tillage in the counties you have known; do you think you have known fifty acres?—More than fifty or sixty acres.

About fifty or sixty?—Yes, on Major Woodgate's estate.

[*Examined by the Committee.*]

You have said that you were sent for by Mr. Lavie, and waited upon him and received his instructions, to go and overlook the estates of four gentlemen in Hampshire?—Yes.

Did you know before your went to Mr. Lavie's house, or wherever else you met him, the business upon which he sent for you?—No.

You knew nothing of it till you came there?—I knew nothing of it till he gave me a summons to appear at this house; he gave me a summons to appear here last Wednesday, and that was before I heard of it.

Did you receive those instructions before you received the summons?—No.

Afterwards?—Yes.

Did you attend here in obedience to that summons?—I attended here on Thursday.

You came on Thursday, having been summoned on Wednesday?—Yes.

When you came here, did you meet Mr. Lavie?—Yes, I saw him in the house.

What house?—I saw him in the Coffee-room, up above.

What passed between you and him then?—Nothing in particular, that day.

Did you know him before you met him then?—I never knew him till then.

What passed between you and him then?—Nothing passed till about eleven or twelve o'clock.

What passed then?—Nothing particular.

Then you merely made acquaintance with him that day?—Afterwards, and he asked me if my name was not Thorn, and I told him yes, it was, and he said then, in answer to that, he was very glad to see me.

Mr. James Thorn.

Did he desire you to wait upon him at his house on any future day?—No, not to my recollection.

Then how came you to go to his house?—I have not been to his house.

Then where did you receive the instructions from him?—In the coffee-room.

On the Thursday?—On the Friday I received them.

Then you attended again on the Friday, having attended on the Thursday?—Yes; on Thursday I was not called, and on Friday I attended again; and on Friday night I received those instructions.

At what time of night?—Four o'clock in the afternoon.

What did Mr. Lavie say to you when he first met you in the coffee-room on Friday at four o'clock?—I do not recollect what passed on Friday, not till the afternoon.

Did you see Mr. Lavie before four o'clock on Friday?—Yes, I did.

Where?—Up at the door passing in and out of this room.

Did you speak to him?—I made my obedience to him.

Did he speak to you?—I do not recollect; I received those instructions from him about four o'clock, to go down to Hampshire.

When he came to you between three and four o'clock on Friday, what did he say to you?—He asked me if I would like to go down to Hampshire, and I said, yes, if he would wish me.

That was the first thing he said to you?—I do not recollect what passed before that, on Friday.

What did he first say to you between three and four o'clock on Friday?—He asked me, if I would like to go down to Hampshire, and I said, yes.

Was that the first thing he said to you, when he came to you between three and four o'clock on Friday?—Yes, up in the coffee-room.

That was the first he said to you?—Yes.

What answer did you make?—I told him, I had no objection to go, if he wished me.

What did he say next to you?—He gave me an order to go.

In what terms?—He gave me the names of the estates, and where I should find them, on a piece of paper.

When did he tell you to set out?—On Friday night or Saturday morning; and I took the five o'clock coach on Saturday morning.

Did he say any thing further to you, after you had accepted the employment?—I do not recollect any thing else.

So that that was the whole which passed between you?—That was the whole.

Did he tell you nothing as to whom you should apply to when you got to those places?—No; he never made use of any person's name.

You were sent to seek out the estates and make a survey of them, in the best way you could, as to the quantity of timber growing on them?—Yes.

Then you saw Mr. Lavie no more before your departure to those estates?—No.

Had you any conversation with any other person, between seeing him then and taking your departure?—No; not on that business.

Did you know any thing of that country?—I was by there a twelvemonth ago.

Then it was not necessary you should make much inquiry before you set out?—No.

You made no inquiry as to whether it was by permission of the owners or their agents, that your business was to be performed?—I did not; I enquired for the owners or their agents, and they were not at home.

Had you any knowledge of the object for which you were to make this survey of timber?—I had not.

But you were desired to see what trees there were upon those estates, that were of forty-feet mettings?—Yes.

Is it not very easy at a very considerable distance, without knowing what a tree may contain accurately, to see whether it contains more than forty feet?—I cannot see it at some distance at all.

At the distance of one hundred yards?—If the ground is clear and open, we can see whether it is fit for naval purposes or not.

When you came to these estates, the parts you looked at were those which contained the large timber?—They were.

Were you led to look at those parts by being told that those were the parts only which contained large timber?—Yes.

When you see a wood at a considerable distance, you cannot tell whether it consists of large timber or not?—Not without going close to it.

Then

Mr. James Thorn.

Then in merely riding through a country, and seeing woods at some distance to your right and to your left, you could not judge of the timber they contained?—Not without being closer to it.

You could not tell whether it was naval timber or not?—No, I could not if there was underwood.

You were asked whether you had examined the whole of Sir Thomas Baring's estate, and you said you had not?—No.

But you went to particular parts of it?—I went to the park.

Was that the part you were told contained navy timber?—Yes.

Did you understand when you made inquiries, that the other woods contained small timber?—Yes, and there is a very good succession of small timber on the other parts.

You have spoken before of a succession of timber, what do you mean by a succession of timber?—A great number of trees from four to six and ten feet, and from that to twenty.

How long will it be before they are fit for naval purposes?—Some of those that are about twenty feet will not be above fifteen years, and those that are ten feet will be thirty, and the other small ones from forty to sixty years.

When you give the estimate of this number of loads of timber on those estates, you speak to the quantity and size, without any reference to their quality?—Their quality is fit for navy timber.

You cannot tell their quality till they are cut?—Many of them may be decayed, but I do not think there were many; they appeared to me to be very sound in general.

Whatever is decayed is a deduction from the quantity?—Of course; but I think there was very little it appeared to be very sound timber.

Mr. Isaac Sparrow, Called in; and Examined by Mr. GRANT.

Mr. Isaac Sparrow.

I BELIEVE you are agent to Messrs. Barnard and Company?—I am.

You were called on the other side, and have been examined before in that capacity?—Yes, I have.

Can you state what was the price of timber of 60-feet metings about a month ago; say, about the 9th of May?—I should think about 8*l.* 5*s.* a load; from 8*l.* to 8*l.* 5*s.*

Do you mean to say, that that was about a fair market price at that period?—Yes.

The price in London?—Delivered in London.

I need scarcely ask you then, whether timber, of 60-feet metings, was ordinarily to be bought at that time at the price of 7*l.* 10*s.* per load?—If it was marketable timber, I think it could not.

In the evidence, page 240, Mr. Christopher Richardson stated the price of timber of 60-feet metings at that time to have been 7*l.* 10*s.*; and that he had timber in considerable quantity, which he would be glad to sell at that rate; have you made any offer to Mr. Richardson for the purchase of timber since the 9th of May?—No; I have had no conversation with Mr. Richardson whatever since.

Should you have purchased marketable timber of 60-feet metings, at that time, at the price of 7*l.* 10*s.* per load?—Yes, I should.

Should you consider that an extraordinary bargain?—A very good bargain; I suppose I could have got 10*s.* a load by it.

Have you advised any person to purchase Mr. Richardson's timber at that price?—No.

Recollect yourself?—I have had conversation about it; and I might have mentioned that I was inclinable myself to purchase it; I believe I had some conversation with Mr. Morris, and told him I was inclined to do it, provided it would not interfere with his concern as a matter of speculation.

Did you know of any timber of 60-feet metings, at that time, at a price at all approaching to that?—No.

Have you been in Berkshire since?—Yes, I have.

Have you made any purchases of timber there?—I have.

Committee.]—Since you were examined here?—Yes; I stated in my last examination that I had 800 loads of timber offered to me in the neighbourhood of Newbury, by Mr. Smith; since that I have purchased it; it was 1100 loads instead of 800.

Mr.

Mr. Isaac Sparrow.

Mr. Grant.]—At what price?—Five per cent. less than last year.

Of what metings was it?—76 feet; but it was purchased in the way that we generally purchase 60-feet metings.

Will not that rate of price come to more than 7 *l.* 10 *s.* per load, at 60-feet metings, in London?—A great deal more, certainly; we always purchase to be delivered in London.

I mean to ask whether paying the price that you state for the timber which you purchased, would not come to much more than paying the price of 7 *l.* 10 *s.* for timber of sixty-feet metings, even taking into account that you purchase one in Berkshire and the other in London?—It is always purchased as the same thing; because they deliver it in London at the price we agree for.

Committee.]—You say five per cent. lower than the price of last year?—Yes.

What was the price of last year?—Eight pounds ten shillings.

That makes it about 8 *l.* 2 *s.* for sixty-feet metings?—Yes, it does.

Are you able to state, of your own knowledge, whether Mr. Richardson had any quantity of timber sixty-feet metings or upwards on the 9th of May?—No; I do not know any of his concerns.

How came you not to apply to Mr. Richardson, when you heard he had timber to dispose of at 7 *l.* 10 *s.*?—I wrote a letter to Mr. Morris from Newbury, stating I had an inclination to purchase of Mr. Richardson if it did not interfere with his concern; since that I have never had any conversation with Mr. Morris, or any body else.

Had you no answer to your letter?—No.

You did not think it worth while to say any more about it?—No; for I made purchases elsewhere.

Mr. Grant.]—Can you state generally whereabouts was the market price per load for 140-feet metings about two years ago?—I should think it was from about 10 *l.* to 10 *l.* 5 *s.* per load for marketable timber; good timber in that year was 9 *l.* a load for sixty-feet metings.

Committee.]—Then you add the sixpences?—It is not considered when it gets to so large a size, to advance so much as sixpence a foot.

Then your rule of sixpence a foot only goes to one hundred feet?—Yes; then it reduces.

Is there any rule of reduction fixed?—Yes, three-pence, otherwise timber of a large size would be at a very great price.

[*Cross-examined by Mr. Adolphus.*]

Did you at that time buy any timber of 140-feet metings?—No.

Did you ever buy timber of 140-feet metings at all?—Our metings do no exceed sixty or seventy feet.

Then what you say about 140-feet metings is all guess?—That is about the price, but it is hardly ever sold at those metings.

A tree of that measurement would be sold separately, and make the bargain as you could without taking the metings?—Yes.

Your expression is the tree is sold at?—Yes.

Not so much per foot, but the tree is sold at so much?—No, the measure is ascertained.

How long have you known Mr. Christopher Richardson who was examined here?—For five-and-twenty or thirty years.

Is he competent to form a judgment of the price of timber; has he had experience of the business sufficient to enable him to form a judgment?—He has been a considerable number of years in that business; I do not know that he has been so long in the English oak trade as the foreign timber; but I understand he has estates of his own, and is a dealer in timber, that is as far as I know.

If he told you he had timber to sell at sixty-feet metings at 7 *l.* 10 *s.* should you believe him?—I never heard any thing but that he was a respectable man; I always found him the dearest man I ever had any thing to do with.

Did you always find him a man of his word in all his dealings?—Yes, he is a man of credit, certainly; I have been at his yard repeatedly, but his price was so high I did not purchase.

Committee.]

Mr. Isaac Spurrow.

Committee.]—And you did not think it worth while to go to his yard, to enquire after the timber at the low price he mentioned?—It happened to be at a time there was no call for timber, or very little.

Mr. Adolphus.]—Did you find any difficulty in purchasing at five per cent. lower than you purchased last year?—Yes, I did.

Why you purchased eleven hundred loads at that price?—Yes, I did.

Did you try to purchase any more at that price?—There was none in that country that was in a state to be seen to agree for.

Or else you would have purchased more?—I do not know that I should have purchased more at that price, having secured a quantity.

You would have expected a further reduction?—Yes, I should.

Have you offered to purchase any more at five per cent. less than you purchased last year since last May?—No.

Where was it to be delivered?—In London; it was to come to Newbury wharf, and to be shipped there and come to London; and if we cannot take it into our yard, the freight is to be deducted.

Committee.]—At the prices you have named, it is to be delivered to you free of expense in London?—Free of expense to Mr. Barnard's yard at Deptford.

Mr. Adolphus.]—But after all, it was five per cent. cheaper than you purchased last year?—Yes, that was the price.

Was not this lot that you bought in Berkshire a remarkably fine lot of timber?—As fine a lot of timber as I ever saw in my life; I never saw a finer.

Was it not deserving of a preferable price upon the whole, to what general timber of sixty feet metings is entitled?—Certainly, there being no offal or small timber among it.

Then if you purchase such timber as that at five per cent. less than you purchased it for last year, should not you have expected a larger deduction upon ordinary timber of sixty feet metings?—Yes, I think I should.

Now what per cent. should you have expected to be deducted upon ordinary timber of sixty feet metings?—I do not expect I could purchase timber under 8*l.* a load at sixty feet metings.

Did you ever see this timber Mr. Richardson had to sell?—No, I never did; I never had any conversation about it, nor heard what the quantity was.

Had you dealt at that time for any considerable quantity of sixty feet metings?—No; we have not purchased any timber since the last fall, till I purchased these 1,100 load.

Committee.]—This is the usual time of year about which you do purchase?—Yes.

Mr. Adolphus.]—Have you made any particular observation with respect to the state of the market for timber of sixty feet metings, about the 9th of May?—No, only as to this load I bought.

Committee.]—Had you not concluded your bargain for these 1,100 loads, at the time you saw Mr. Richardson's evidence?—No; I had been to look at the timber, but I had not purchased it.

And notwithstanding what you did see upon that evidence, you concluded it afterwards?—Yes, I concluded it afterwards; if Mr. Morris had thought proper to answer my letter, it is very likely I might have attended to Mr. Richardson.

Mr. Adolphus.]—Do you think the lot of 1,100 load you bought, dearer or cheaper than ordinary sixty feet metings would be at 7*l.* 10*s.* per load?—7*l.* 10*s.* and 8*l.* 2*s.* is a great difference; this is a superior lot of timber, and is worth more than the ordinary description of sixty feet metings.

Do you think your lot would be dearer, or cheaper, than ordinary timber of sixty feet metings, at 7*l.* 10*s.* a load?—I should consider it would be rather dearer.

Do you think that timber which you bought a lot of, peculiarly fine timber?—It is as fine a load of timber, take it altogether, as possibly can be; it is sound convertible timber for building large ships.

Committee.]—Is it a lot for which you would have given more than what you considered a fair market price?—I would advance from half a crown to five shillings a load.

Beyond what you consider the market price?—Yes.

Mr. Isaac Sparrow.

In saying that, do you consider you have given beyond the market price?—Yes, I consider the 8*l.* 2*s.* as beyond the market price.

Mr. Adolphus.]—Is it not common for lots of timber to vary in price; may there not be some 5*s.* or 10*s.* a load cheaper than others?—Taking the lots altogether, I have very seldom found that.

Examined by the Committee.

Was this lot bought for Mr. Barnard?—Yes, it was.

In what prospect was this quantity of wood bought?—It was bought entirely upon speculation, to keep a connection which we have had for some years, which generally supplies us with a large quantity of large timber, and for that reason we purchased it, in fact as we did last year.

How much was this quantity less than you purchased last year?—About 200 loads, as near as I can state it.

And this you bought in the prospect of having no building going on?—Yes, for the purpose of having the materials by us; if any thing comes, it will be ready by us to use.

Veneris, 17° die Junii 1814.

The Right honourable THOMAS WALLACE, in The Chair.

Mr. Henry Fermor, again Called in; and Cross-examined by Mr. ADOLPHUS.

Mr. Henry Fermor.

WHEN you left off the day before yesterday, Mr. Harrison was enquiring about Sedmonton parish, as one of the places which had gone under your investigation?—Yes.

You had a guide to Sedmonton, I apprehend?—Yes, I had.

What paper is that you have in your hand?—A copy of the survey I took.

Have you in your pocket the original paper on which you took the notes?—Yes.

Then refresh your memory from that, if you please?—I will; but that paper is not cast up.

The figures there, are the same as on the original paper, but you have cast them up since?—I took down every parish separate, and these are put together.

When you put down every parish separately, you put the number of trees in that parish; and their size, and afterwards for the accommodation of this cause, putting two or three parishes together, you have added the amount of all the parishes together, and not as they are in the book?—Yes.

In Sedmonton parish you examined the estate of Sir Robert Kingsmill, I see?—Yes.

Who was the guide that took you there?—A guide I found on the place, a man who was grubbing, a labouring man; he shewed me the estate.

Had you any previous acquaintance with him, did you know the man?—No, I did not know him; I paid him for his time, I gave him four shillings for his time.

How long were you at Sedmonton?—I was a day there, and at Echenswell.

Does the timber lie very wide there, or pretty close together?—Not very wide; it lies near together, the greatest part of the large timber.

How many trees were there in Echenswell and Sedmonton?—Nine hundred.

How fast do you survey trees, so as to take an estimate of what they are?—I can do an hundred in an hour, and more than that.

And you are quite sure, that in that time you know how to estimate their quantities perfectly well?—Yes, according to their metings; of course I have not the single measurement of each tree.

You came to a precision of two hundred load of forty feet?—I go from twenty-five upwards, and consider what metings they mete at, and it makes so many load and so many feet.

That is to say then, you take the number of the trees when you are in the wood, class them there, and come home and make some calculation upon it?—No, I consider what the metings are, and put it down.

You

Mr. Henry Fermor.

You wrote that book you have before you upon the spot?—Yes.

And that at the rate of nine hundred trees a day?—And sometimes more than that, I suppose.

Who guided you at Aldermaston?—Leadbeater.

Did he conduct you to both Aldermaston and Wasing?—Yes, he did.

Who was Leadbeater?—He is a timber hewer; he lives at Mortimer, and I got him to meet me there.

Without any permission from any person belonging to the estate, I take for granted?—No, I did not ask any leave; he asked the farmers, and they gave him leave.

He asked the tenants?—Yes.

Is there any person who has the care of those estates, as owner or steward, and living upon them?—There are stewards.

But you never thought it necessary to apply to them, but took your friend the timber hewer, to go round and see what you could see?—I did not know it was necessary to ask any leave; I did not know it; I took care not to do any damage.

Committee.]—Did you do more damage than if you were taking a walk over the estate?—Not at all. I explained to the farmers and persons about the estates, and they said I was very welcome; the farmers are the principal people to ask leave of to go over their lands, and I asked them, and they said I was very welcome to go any where.

Mr. Adolphus.]—And that applies to the gentlemens parks, and other places you went into?—I did not ask any leave to go into a park; there are generally roads through the park, and I went as I might at any other time.

But to all those places you knew there were proprietors and stewards?—Yes, certainly.

Why did you avoid asking them for leave to go over the estates?—I did not wish to avoid it; if I had seen them, I should have asked them as well as any body else.

Then what reason had you for not doing it?—Because I did not happen to see them first; the first I saw I asked.

Did you call at the houses to see them?—Not at the gentlemens houses.

Did you call on any of the stewards?—Yes, I called on Mr. Montagu's steward, because there was a little inclosed part I could not go in without leave.

In what parish was that?—At Sandleford I got leave from him, and he went with me himself.

Where was his estate?—In the parish of Newbury.

At Mr. Congreve's estate, whom had you to guide you?—Leadbeater.

And at Wasing, the same person at Mr. Mount's?—Yes, the same person, they join together nearly.

How far did this take you from Mr. Leadbeater's place of abode?—It adjoins it. He was in the habit of managing the timber on all these estates for many years: He was a timber hewer, and knew every tree.

He is a labourer, is not he?—Yes, a hewer.

You do not call that managing an estate?—No.

Who took you to Englefield?—Nobody at all.

You knew that estate perfectly well yourself?—Yes, very well.

And at Beenham, who took you there?—I had a farmer, who went round with me there.

Who was he?—He was Mr. Hartley's old steward, I think, two or three years ago.

Where does he live?—In Bucklebury parish.

Cannot you remember his name?—Johnson.

Who took you to Bradfield?—The same man.

Mr. Johnson?—Yes.

And who to Bucklebury?—I did not want anybody, I went by myself.

And Donnington the same?—Yes.

And who took you to Lord Selsey's at Crookham?—Nobody at all.

You did not apply for anybody?—No.

Who took you to Lord Falmouth's at Brimton?—Nobody took me there.

Who took you to Woodspean, Mr. Watts?—Nobody.

Who took you to Ham?—Ham is Mr. Watts's.

Who took you to Wolverton?—A labourer, a grubber.

Who was he?—I do not know his name.

Mr. Henry Fermor.

Who went with you to Ewhurst?—A person who lives near there went with me, a man who lives at the New Inn.

What is he?—A wheelwright.

And keeps a public house?—Yes.

You went to Hampstead and East Woodhay yourself?—Yes; and where I did not know the place myself, I asked somebody to shew me.

In your survey of these estates, I think you say, after you had gone over them, you added timber for some you might not have seen?—Yes, I put down some of the same metings as the others.

For those which you thought you might have missed?—Yes, as I was desired to make it as much as there really was, therefore I added, fearing I might not have got at some of it.

Who desired that?—The letter which Mr. Lavie sent.

In writing, or verbally?—The last account was verbally, while I was here.

Who had desired you to do so, at the time you made the survey?—Mr. Lavie.

Was that by letter, or personally?—By letter.

Have you that letter?—I have not.

Committee.]—Have you it in London?—No, I have not.

Mr. Adolphus.]—At what hour in the day did you generally begin this observation of yours?—Sometimes I began between three and four o'clock in the morning.

How often?—Two or three times, in order to get on as fast as I could.

Where in particular?—I began at Ewhurst before four.

And where else?—I began at Lord Caernarvon's about four o'clock.

Is Lord Caernarvon's nearer to you than any of the others, or further from you?—Nearer.

You knew Mr. Bull was not at home?—No, not till I went to the house.

When did you go to his house?—About five o'clock that morning, and he had gone out at three.

You surveyed from four till five, and then you went to the house?—Yes, I went on towards his house.

You knew Mr. Bull had the care of the Estate?—Yes.

You knew he had been to this Committee?—Yes, I understood so.

You knew perhaps it was in consequence of his having been up and examined before this Committee, that you were required to go over the estate?—No, I did not.

How long have you known Mr. Bull?—Ever since he has been steward there.

How long is that; twenty years, or five years, or what?—I suppose eight or ten years.

How came it that you, in the course of this time, never communicated any thing to him of the survey you were going to make of Lord Caernarvon's estate?—I never saw him; I mentioned it to his friend Mr. Smith.

What did you mention?—That I was to go to the estate.

When?—On the Monday before I went on the Tuesday.

At what time on Monday?—About the middle of the day; I was surveying at the time I told him.

Then it was while you were surveying?—Yes, the day before I went into the park.

Is Mr. Bull a man of credit and respectability?—Yes, certainly.

He understands his business well?—Yes, he understands the managing of land very well.

His general business extends to all the management of the estate?—I do not know that; his Lordship always attends to many parts of it himself; and the late Lord Caernarvon was a very particular gentleman, and attended to it particularly.

And is the present Lord Caernarvon a very particular gentleman?—I do not know.

If Mr. Bull has said that upon the estates of Highclere and Burghclere, there is of timber fit for ship-building from ten to twelve thousand loads, can that opinion of his be correct?—No; he appears to me to have made a mistake.

Has Mr. Bull from his situation, as good means as any other person, of being informed of the correctness of what he states upon that subject?—Yes, if he had time.

Committee.]—Do you suppose that if Mr. Bull gave such an answer, he can possibly have surveyed that parish before he gave it?—No.

Mr.

Mr. Henry Fermor.

Mr. Adolphus.]—Before you surveyed these estates of Lord Caernarvon's, you have told me that you knew Mr. Bull had been here?—I understood that he had; I saw the papers.

Had you by any means any knowledge of the statement he had made here?—Yes, I had seen the papers.

Committee.]—Do you mean his printed evidence?—Yes.

Mr. Adolphus.]—Who gave you that to look at?—I saw it in the coffee-room, when I was here.

Committee.]—Did you take them up accidentally yourself?—Yes.

Nobody shewed them to you?—No; I saw them at Newberry; Mr. Smith shewed me one.

Mr. Adolphus.]—When you saw that statement of Mr. Bull's, did you apprize any body that you should contradict it?—No; I did not know that I was going to contradict it; I did not know but I might make the same quantity as he did.

Had you any acquaintance with Mr. Lavie, before you saw him here in the coffee-room?—No.

How came you to be applied to, do you know?—I do not know; that is best known to himself how he came to know me; I am known as a timber surveyor in that country.

Perhaps Mr. Morris knows you?—I dare say he knows me.

Do you know that he recommended you to the attention of Mr. Lavie upon this occasion?—No, I did not.

You do not believe it, perhaps?—I do not know whether he did or not; I considered at the time that it must have been Mr. Collins that I used to do business for, but I do not know that it was.

Have you any reason upon earth to know that it was Mr. Collins?—Only that that they said they would recommend me to any body.

Have you any reason to believe it was Mr. Morris?—No.

But you knew that you were to survey the estate, as to some matter applicable to what Mr. Bull had said?—I was desired to survey the different estates I have stated, but not that I knew any thing of Mr. Bull having surveyed them before; I understood different people were employed, to have different opinions all through the country.

Had you no conversation with any one about Mr. Bull's evidence, before you surveyed my Lord Caernarvon's estates?—I had not; not before I began surveying the estates.

Not before you began surveying Lord Caernarvon's estate?—Before I began surveying Lord Caernarvon's I had, because I saw the papers.

Why then did you not send to Mr. Bull to tell him what you were going to do?—I do not know; I did not know it was necessary; I meant to call on him when in the park, but he was not at home.

Committee.]—Did you go to his house?—No, I went within fifty yards of it; and one of his labourers, who came from the house, said Mr. Bull was gone to Oxford very early in the morning.

Did you know before that he was gone?—No, I did not till I enquired.

Mr. Adolphus.]—How much of your measuring had you done, before you enquired for Mr. Bull?—The greatest part; in the open part of the park there is a road through the park.

Committee.]—So that you went to tell him what you had done, instead of asking leave to do it?—I went to tell what I was doing, and to ask him to show me the other part, which I dare say he would have done, if I had gone; I knew him very well.

In Lord Caernarvon's estate, was there a good succession of timber?—In many parts very good.

Of what age and sizes?—Principally under fifteen feet.

Was there some above?—Yes, there was some above.

How soon will fifteen feet timber come into use as naval timber?—In a good soil, after a tree gets to fifteen feet, it will grow two feet in a year.

Then it will be forty-five feet in fifteen years?—Yes, it will.

Then that timber, which you describe as being there, will come into forty-five feet timber in fifteen years?—Yes, where it is a good soil.

Mr. Henry Fermor.

You speak of round measure?—Yes, forty feet will make sixty, square measure.

Committee.]—Do you mean to state, that it will grow forty-five feet in fifteen years?—Not generally, on good soil it will.

Speak generally to the woods you saw, whether the succession you saw is likely to be forty-five feet in fifteen years?—No, not in fifteen years; it will take twenty or twenty-five years on the average.

On the other estates, is there also a good succession of timber?—Yes, a very good succession of timber.

In the same degree as in my Lord Caernarvon's?—In some places; and in some, more so.

And is the soil equally favourable?—I think it is; I have been over all of them before.

Is that succession of timber that is coming forward equal, or nearly equal in quantity to the large timber that has been cut away in number of trees?—Three times the number of trees, I suppose, and perhaps more than that; there is a vast quantity of small timber there, from one foot to ten; there is a great quantity on all the estates.

For what reason was it that you went to my Lord Caernarvon's estate last, as you say it is nearer to you than the others?—Because I never had any order to look it over till such time as I came to London.

When had you orders to survey the others?—On the twenty-third of May, or the twenty-second of May.

When did you come to London?—I was summoned up here to appear before this Committee last week.

Committee.]—After you had made a survey of some of the estates?—Yes; I had a summons to appear before this Committee first, and I was sent back again to make a further survey.

Mr. Adolphus.]—You never had been instructed to survey Lord Caernarvon's estate till last week?—No, I was not.

How soon did you send to London any account of the result of your other surveys of estates?—I do not know; I sent them up two or three different times.

Did you send any so soon as the first of June?—Yes, I think I did.

Of much or little?—I cannot remember.

Did you send some within a week?—Yes, I sent some.

How often did you send in all?—I do not know.

Did you send within a week, all that you had surveyed in the week?—Yes, I think I did.

Can you tell me what quantity or what number of trees there is upon these estates, of fifteen feet and upwards, but under the size you have begun to measure at?—No, I cannot tell any thing about it, I never surveyed it.

But you think there is at least three or four times the number of trees of all kinds, that there was of that which has been taken away?—From one foot upwards.

And a considerable proportion of fifteen feet or thereabouts?—No, there is a small proportion of that; the timber is generally from one foot to ten.

And of fifteen feet is there a quantity sufficient to replace that which has been taken away?—I think there is.

I think the sum you give here, as upon all the estates you surveyed, is 19,067 load 16 feet; is that square measure or round?—Round.

How much does that make in square measure?—Nearly 30,000, square measure.

[*Re-examined by Mr. Spankie.*]

You have been asked a great number of questions as to the time you were employed in these surveys, were you a sufficient time employed to enable you to come to these results?—Yes.

And from your practice as a surveyor, you could, with some degree of accuracy, inspect the whole ground, with respect to trees, over which you went?—Yes.

You have been asked as to the succession of timber; does the observation as to the succession of timber apply to the whole of the estates over which you went?—Not Lord Aylesbury's.

There is very little there?—Yes.

In

Mr. Henry Fermor

In the forest of Marlborough, for instance?—There is very little there.

You have stated, that from one foot to ten is the greatest proportion of succeeding timber?—Yes.

Of that proportion, how many of them might be expected to arrive at sixty feet metings?—I do not know.

Is it usual to cut down that by way of thinning?—It is very usual to cut a part of it.

So that either from the mode of thinning the wood, or other circumstances, a considerable part of it is never allowed to reach the size of sixty feet?—It is likely part of that must be cut, that the rest may grow.

Then, generally speaking, with reference to the wooded estates, how soon upon the average will a succession come in, fit for cutting of sixty feet metings?—About forty or fifty years on an average, because there will be some smaller and some larger; there would be some larger metings, and there would be some smaller.

Before you made these surveys, were you instructed, or did you go with the intention of contradicting any person's evidence whatever?—I went to survey as if the timber was my own, to buy it or sell it.

And without reference to any other person whatever?—Yes.

[*Examined by the Committee.*]

You surveyed these woods correctly?—In the same way as if the woods were my own.

Is it not necessary for a person to form a judgment of the contents of a wood, to go into the wood and look at it?—He must go into it, and cross it in the way I did.

And you do not think it can be done in any other way?—I do not think it can regularly; I never left a wood nor a farm till I was convinced of the quantity.

Where is the letter and instructions from Mr. Lavie to you?—I do not know; I do not know but I have it at home.

Do you recollect the contents of it?—It was, desiring me to go round and look at two or three different estates and give the account; and afterwards I was desired to look at more.

Was it stated, it was in consequence of an evidence given in this room by Mr. Bull, that you were so employed?—No, it was not.

Was it stated to be in consequence of a Committee of the House of Commons sitting?—It was to report the quantity to Mr. Lavie.

Was there any observation besides contained in that letter?—None at all.

It was a mere instruction to you to go carefully to these persons estates and survey the timber, and make a report to Mr. Lavie of the quantities?—It was.

And contained nothing more?—Only to be careful, and do it as near as I possibly could, and not to underdo it.

Was that the only letter written to you upon the subject?—No, I had other letters.

How many?—I do not know; I never had above two or three letters.

Who were they from?—They were read to me by a Mr. Dixon.

You can read?—Yes, they came through him; they were only mentioned in his letter.

Were they addressed to you these letters?—No, they were not.

Who were they addressed to?—To Mr. Dixon, a gentleman I know perfectly well in that neighbourhood.

And read to you?—I read the first myself, because I wanted to know my employer, and who was to pay me.

And what was the purport of these letters, one of which you read, and the other had read to you?—To go and carefully survey these lots of timber and send the account.

You said you received a letter directed to yourself from Mr. Lavie?—No, it was not to me.

And these other three letters contained more names than the letter which contained the instructions contained?—Nothing more.

Who is Mr. Dixon?—A timber-merchant.

Has he any connection with Mr. Morris?—Very likely, I do not know; he marks timber in his own name; he lives at Speenhill near Newbury.

Do you know whether or not he has any connections in business with Mr. Morris?—I think he sells the timber to Messrs. Morris and Larkins.

Mr. Henry Fermor.

Tell us what sort of connection you think subsists between him and Mr. Larkins?—I do not know; some people say he does business for Mr. Morris, and some say he does not; he marks timber in his own name.

What makes you think he sells timber to them?—Because I have understood so from the barge people, and those who carry it to town.

And you positively assert, you do not know there is any connection in business between Mr. Dixon and Mr. Morris?—No, I do not.

Were copies of Mr. Bull's evidence sent down with this letter to Mr. Dixon?—Not that I know of.

You saw copies of that evidence in the country?—Yes, I saw them at Mr. Smith's.

How came you not to take account of any timber under twenty-five feet?—I was directed not; I was to take the whole above that.

Did the first letter direct you to survey all the estates?—No.

Then the other letters were to direct you to go to further estates than were first mentioned?—Yes, to continue the survey on other estates.

Mr. Germain Lavie; Examined by Mr. GRANT.

Mr. Germain Lavie.

TAKE this paper in your hand, (*handing it to the witness*)—will you state to the Committee what that paper is?—The paper marked X is an account of all the East India-built ships which have obtained British registry, as they appear in different parts of the Minutes of Evidence in the pages referred to, on the face of the paper.

Has this account been drawn up from any other papers than those referred to upon the face of it?—No.

Was it drawn up by you?—Yes.

I see a note added to that account, will you be good enough to explain the nature of that note, and the sources from which your have derived the information?—From the India-house.

Mr. Adolphus.]—How comes it to be 47,449 tons in your account, when it is 47,475 and a fraction in ours?—By the fractions in the original account.

Mr. Grant.]—Who made that account Y which you hold in your hand?—This account was made out under my direction, from lists given by me.

Committee.]—From what lists?—From the same lists from which I took the numbers in X; in X it is only numbers; in Y, I give the names of the ships as they appear in the list; they here are classed under different heads; what are employed in the East India company's regular service; what are employed in the East India company's extra service; what are employed in the private trade between this country and India; what are employed in the private trade between this country and India on their first voyage home; the number employed in the West India trade; the number employed in the Government service, and sold to Government; the number employed in carrying convicts to Botany Bay; one ship sold to the Portuguese; a number lost, burnt or taken, and a number not known of.

Committee.]—Is the account there given of those different ships, gathered from accounts before the Committee; or is it matter which the Committee are to be informed of by witnesses?—To be informed of by witness or witnesses.

[*Cross-examined by Mr. Adolphus.*]

The ships contained in this abstract Y as to their names and dates, are taken from the return in the evidence, page 86?—From that and the subsequent returns before mentioned.

And no where else?—No; the names and dates are taken from evidence already before the Committee; the Inglis, as well as the others, are taken from the examination already before the Committee.

Mr. Matthew Fagg, Called in; and Examined by Mr. GRANT.

Mr. Matthew Fagg.

YOU are clerk, I believe, to the house of Fairlie, Bonham, and Company?—Yes.

Are you able to verify that account Y which you hold in your hand, and to what extent?—With respect to the ships registered, I obtained it at the Custom-house; those in the Company's service, from their own printed lists.

What

Mr. Matthew Fagg.

What is your first class?—There are eight ships in the Company's regular service; and six in their extra service.

From whence did you collect that?—From their printed lists.

Are you, from the business in which you are employed, able to state what are the ships in the Company's employ, either by shipping goods on board them, or in any other way?—Certainly I am.

Are you enabled to say that the ships, given in that paper as in the Company's employ, are correct?—They are.

Mr. Adolphus.]—Are those the regular and extra ships both?—Certainly.

And you are enabled to say they employ no other teak ships but what are there?—Yes.

Mr. Grant.]—What is the next head?—The number of ships employed in the private trade between this country and India on their first voyage home.

Are you able to say that that is correct?—Yes.

Do you know it to be correct?—I do.

What is the next?—The others are the number of ships that are employed in the private trade between this country and India, which have made more voyages than one; of course that information I obtained from the commanders of the country ships, that they are at present employed in that trade.

Committee.]—How many of those are there?—Fifteen.

How did you obtain the information from the commanders?—I asked some of the commanders where they were.

You asked of the commanders of some of the ships, that are now here, what was become of the other ships?—Yes; the next head is "employed in the West India trade," that I took from the printed book at Lloyd's coffee-house.

Are you sure of the accuracy of your knowledge?—I am sure it is correct in that respect; the next head is employed in the transport service, that I got an account of from Mr. Harding of the Transport Board.

Did he furnish you with a written account?—It was an answer to a letter Mr. Hartwell wrote him, who is a partner in our house.

Did you transcribe that account from the letter which you saw?—Yes, with respect to some of them, the others had very recently been sold to the Transport Board; and I obtained information of those from the owners.

Which ships are they?—The Severn and the Hindostan.

Mr. Grant.]—What is the next head?—"Employed as store-ships and sold to Government," this was got from Mr. Davis of the Navy Board.

Was that in writing?—Yes; the next head is "employed in carrying convicts to Botany Bay," this I also got from the country commanders, and from the owners.

Committee.]—How many are there in that class?—Only two; the next head is "lost, burnt or taken" which I got from the country captains, and from gentlemen that have returned from India; the next head is "uncertain how employed."

Mr. Grant.]—You have stated the sources from which you have derived the materials of that account, are you sure that those materials were derived by you correctly?—I have no doubt of it.

Mr. Grant.]—Will you take that into your hand, [*handing a paper to the Witness*] what is that paper?—It is an abstract of outfits of East India-built ships, consigned to David Scott & Company and Fairlie Bonham & Company.

Can you state how that account was made up?—It was taken from the books of the house.

Are you able to say it was taken correctly from the books of the house?—Yes.

Was it done under your direction?—Yes.

There are two different firms appear upon the statement of the account?—It is all the same concern.

And you are able to swear to the accuracy of that account?—I am.

Committee.]—Is that statement taken from the books of the firm?—Yes.

Cross-examined by Mr. Adolphus.

Have you been a Clerk in this House during all the time those accounts purport to refer to?—No, I have only been ten years last December.

Mr. Matthew Fagg.

Therefore as to seven years of the time you know nothing but what you find in the books; it did not come within your time at all?—No.

Are those accounts made from entries of your own, or by other persons?—Partly from entries of my own.

Have you been in the habit of making the entries during the ten years you have been in the house?—I have been in the habit of making a great many, but not all the entries.

There are, I suppose, bills delivered from the persons from which those general totals are taken?—Certainly.

Without looking at those bills, you cannot of course know what work has been done, or how those totals came to be stated?—By taking the bills and adding them together, of course you show the totals.

I suppose those bills are not entered into your books, but merely the substance as it is here?—Oh yes, the accounts are entered in the books of the house.

In every particular?—Yes.

Your knowledge extends only to a very small part, only the last twelve items?—Yes.

But those, in common with the rest, are taken from the books that are kept by your firm, as a record of their transactions in business?—Certainly, the books of the firm.

[*Re-examined by Mr. Grant.*]

While you have been connected with the house, have you had an opportunity of knowing, from your own knowledge, that any of those expenses have been incurred?—Yes.

Are you able to say that of the greatest part of what has happened within your experience?—Yes; I have the payment of the accounts.

Committee.]—Have you any reason to doubt the accuracy of those accounts to which you referred to make out that account?—No.

[The following Paper was delivered in and read.]

ABSTRACTS of Outfits of East India-built Ships consigned to David Scott & Co. and Fairlie Bonham & Co.; from 1796 to 1813, both inclusive.

		£.	s.	d.
1796. Nov. 8.	Anna	5,333	—	5
11.	Surat Castle	8,375	7	3
Sept. 24.	Ganges	1,939	9	2
Oct. 1.	Abercrombie	1,091	4	8
31.	Warren Hastings	2,923	12	8
1797. June 24.	Cornwallis	7,475	2	10
July 7.	Caledonia	2,927	3	10
Sept. 11.	Barwell	5,510	16	4
Oct. 31.	Surat Castle	3,755	11	3
—	Anna	2,002	15	3
1798. Jan. 20.	Marquis Cornwallis	3,775	18	7
Dec. 31.	Minerva	3,954	8	7
1799. May. 31.	Eliza Ann	3,661	2	3
Oct. 15.	Highland Chief	2,062	5	3
Nov. 1.	Calcutta	3,879	7	9
9.	Anna	5,364	13	1
Dec. 31.	Shau Ardasheer	3,185	19	11
—	Surat Castle	17,859	19	10
—	Thetis	6,192	16	2
—	Minerva	4,944	4	10
1800. Jan. 31.	Armenia	3,985	17	11
March. 6.	Triton	9,920	15	3
25.	Bellona	2,736	8	6
Sept. 22.	Caledonia	3,140	18	5
Oct. 25.	Arran	2,442	—	3
Nov. 28.	Eliza Ann	3,749	14	1
—	Exeter	2,979	11	11
29.	Mornington	3,679	—	9
Dec. 31.	Cartier	3,630	18	5

		£.	s.	d.
1801. July 15.	Anna	3,740	6	2
—	Triton	7,474	8	3
1802. March 13.	Aurora	2,586	3	—
April 9.	Mornington	2,739	6	3
1802. July 8.	Caledonia	5,540	10	—
15.	Arran	2,895	9	—
Sept. 3.	Clyde	1,037	13	7
18.	David Scott	1,513	2	10
22.	Eliza Ann	3,864	—	—
—	Thetis	3,387	13	1
Nov. 1.	Triton	1,926	9	2
1803. June 25.	Anna	2,860	15	4
1804. April 20.	Auspicious	3,315	7	8
1805. March 1.	Anna	2,906	2	—
—	Mornington	4,265	13	3
Oct. 1.	Elizabeth	3,312	1	1
1806. May 28.	Lady Barlow	2,739	1	11
Dec. 31.	Eliza Ann	3,398	13	2
1808. Dec. 31.	Fort William	7,909	11	4
1811. Dec. 31.	Fort William	1,322	5	—
1812. July 15.	Sir William Burroughs	3,858	11	3
1813. Dec. 31.	Fort William	5,035	6	3
	Sir William Burroughs	2,473	7	4
		£. 211,682	5	4

Mr. Matthew Fagg.

[*Committee.*]—Are those the expenses paid on each, in the river here, on her voyage outward?—Yes, the outfit of the ships.

What, does that include all the usual expenses to sea?—It includes all tradesmens' bills.

Does it include wages and provisions to sea?—Not wages.

But provisions to sea?—Yes.

All those are India-built ships, are they?—Yes.

And those are the monies spent in this country on them upon their voyage out?—Yes.

Robert Joblin, Called in; and Examined by Mr. GRANT.

Mr. Robert Joblin.

Are you a clerk in the house of Paxton, Cockerell, Trail & Company?—I am.

Will you state what account that is which you have in your hand?—It is an abstract stating the repairs and outfits of East India ships, consigned to Paxton & Company.

Are you able to say how that account was made up?—I made it out myself.

From what documents?—From the tradesmens' accounts.

From the accounts belonging to the agents?—Yes.

And which have been paid?—Which have been paid.

Are you confident that the account is made out correctly?—I am quite so.

Cross-examined by Mr. Adolphus.

Were you in the employ of Paxton & Cockerill in 1799?—I was.

Then all this was within your own observation?—Yes.

You know that all those bills have been sent in and paid?—Yes.

You have gone over those tradesmens' bills, and made that as your abstract of them?—Yes.

[It was delivered in, and read as follows.]

Abstract STATEMENT of Repairs and Outfit of East India-built Ships, consigned to Messrs. Paxton, Cockerell, Trail & Co.

Year.	NAMES.	Tons	Ship Builder.	Ship Chandler.	Rope Maker.	Sail Maker.	Block and Mast Maker.	Iron-monger.	Cooper.	Painter and Glazier.	TOTAL.
			£. s. d.	£. s. d	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d	£. s. d.
1799	Gabriel - -	800	284 4 10	324 18 8	1,561 5 3	506 6 4	246 4 2	107 17 3	77 5 1	- - -	3,108 1 7
1800	Admiral Rainier	750	173 — 6	778 3 11	148 2 10	332 4 8	613 2 8	- - -	71 16 —	194 7 8	2,310 18 3
1810	General Wellesley	430	176 10 4	179 14 2	267 5 8	- - -	50 2 4	- - -	32 6 4	- - -	705 18 10
1811	Maitland - -	630	100 9 3	255 15 8	604 19 11	- - -	649 15 —	- - -	188 5 9	48 — 3	1,847 5 10
1811	Auspicious -	490	25 16 1	191 16 6	568 17 10	347 17 7	704 6 —	- - -	12 19 9	- - -	1,851 13 9
1811	John Palmer -	877	- - -	55 8 —	94 16 —	826 19 3	1,305 12 8	- - -	85 12 —	48 15 6	2,417 1 5
1812	Claudine - -	436	41 19 9	356 6 4	368 18 4	91 14 —	323 — —	- - -	90 — —	13 19 7	1,285 15 —
1813	Java - - -	1,175	686 16 —	2,065 10 6	3,152 13 7	1,309 4 6	957 19 7	1,106 8 7	199 15 8	268 16 3	9,757 4 8
		£.	1,488 16 9	4,207 13 9	6,766 17 5	3,414 3 4	4,850 2 5	1,224 5 10	758 — 7	573 19 3	23,283 19 4

Mr. George Hall, Called in; and Examined by Mr. GRANT.

Are you Clerk in the house of Messrs. Bruce?—Yes.

Will you state the title of that account you have in your hand?—This is an Account of Expences on East India-built ships, consigned to Messrs. Law, Bruce & Co. and Messrs. Bruce & Co.

Are those the same house?—Yes.

Who made out that account?—I did.

From what did you make out that account?—From the tradesmens' bills of parcels.

Did you make out the whole of it yourself?—I did.

You are sure that it is correct?—I believe it is correct.

[*Cross-examined by Mr. Adolphus.*]

Messrs. Bruce I believe are the proprietors of a considerable ship building establishment in India?—Bruce & Company in London are not.

Have they no connection with that establishment?—No.

This is Mr. Crawford Bruce, is not it?—Yes.

Has not he a concern in the establishment in India?—He has, but that has no concern with the establishment here.

This is an account of repairs, where?—In London.

Have you any account in your possession of the repairs of the same ships in India?—We know nothing of their repairs in India in this country.

You do not know even the fact that there are any?—We do not know that there are any.

Then all this amounts to is, that it is the expense of all these ships in the years mentioned, in the Thames?—Yes.

What may have been paid on any of those ships in the mean time in India, you do not know?—No.

If they are a general concern, is not there some manner of bringing it to account?—The establishment in this country has nothing to do with the ships.

The establishment in this country, merely as agents, pay the money, and that is all they know of the matter?—Yes.

And are not there any persons here who could give those accounts?—I believe not.

Are there any persons here who could give those accounts?—I believe not.

[The following paper was delivered in and read.]

ACCOUNT of EXPENSES on the under mentioned SHIPS consigned to Messrs. Law, Bruce, & Company, and Messrs. Bruce & Company, from the year 1796 to the year 1814.

SHIPS.	Tonnage.	Year.	Copper.	Butcher, Baker, Brewer, Cooper, Provisions, &c.	Ship Chandlery, Iron, and Brass Ware	Ropemaker, Sailmaker, and Canvas.	Shipwright, Joiner, Carpenter, Block and Mastmaker.	Advance to Seamen, and incidental Expences.	Premium of Insurance.	TOTAL.
			£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Milford	625	1796	- - -	683 2 2	300 16 5	1,129 1 9	519 18 10	1,852 2 4	810 — —	5,295 4 6
Anna	899	-	967 3 9	1,476 8 9	1,239 13 9	1,726 17 7	2,617 6 9	3,991 13 3	- - -	12,019 3 10
Carron	1,072	-	501 4 9	1,108 8 4	1,113 16 5	1,587 14 9	1,358 10 11	4,987 15 2	- - -	10,657 10 4
Anna	899	1797	- - -	1,483 15 7	509 10 5	910 3 6	576 8 —	349 19 9	3,204 — —	7,033 17 3
Carron	1,072	-	- - -	580 7 11	271 — 4	1,325 5 6	393 10 2	398 8 8	4,005 — —	6,968 12 7
Scaleby Castle	1,237	1800	47 7 3	3,005 3 3	2,062 — 6	3,183 13 5	1,827 11 9	8,273 3 3	5,290 — —	28,203 4 3
Carron	1,072	-	- - -	2,418 14 1	490 6 2	1,797 15 2	203 10 4	4,996 6 9	4,496 10 —	14,403 2 6
Anna	899	-	37 18 8	1,292 6 8	279 3 2	1,829 6 10	270 17 1	3,201 14 9	2,165 — —	9,077 7 2
Upton Castle	-	-	- - -	417 13 10	209 5 6	1,469 6 9	82 — 11	2,275 7 9	- - -	4,544 19 3
Hercules	-	-	- - -	763 4 —	235 19 10	568 10 1	907 18 1	2,127 14 —	722 — —	5,325 6 —
Scaleby Castle	1,237	1801	- - -	1,960 8 2	528 8 8	3,452 12 5	1,404 19 10	7,808 4 3	3,660 — —	18,814 13 4
Cornwallis	716	1802	623 7 1	1,081 17 9	239 2 11	1,869 5 11	1,735 7 11	5,229 5 6	495 — —	11,273 7 1
Carron	1,072	1801	- - -	1,273 12 9	509 16 4	1,780 5 6	518 19 6	5,586 15 2	3,430 — —	12,099 9 3
Hope	389	1802	30 16 10	922 5 6	388 13 5	1,948 13 3	554 8 11	4,446 14 4	495 — —	8,787 2 3
Anna	899	-	1,194 5 5	958 3 10	889 16 4	3,033 5 6	2,408 17 1	7,280 17 10	990 — —	16,755 6 —
Gilwell	400	-	- - -	213 1 7	95 8 7	194 5 2	398 14 7	1,498 15 —	595 — —	2,994 4 10
Scaleby Castle	1,237	1803	145 12 3	1,605 8 3	403 18 —	2,356 10 2	1,108 14 7	5,825 9 8	3,660 — —	15,105 12 8
Cambrian	720	1804	1,219 3 —	1,131 11 2	931 — 9	1,483 — 6	747 13 9	5,138 8 3	2,002 10 —	11,447 3 8
Matilda	762	-	852 7 5	836 8 8	556 13 9	1,460 18 7	1,642 7 7	4,737 18 8	- - -	10,085 14 8
Maria	450	1805	20 5 6	610 15 6	468 10 3	587 — —	436 17 4	3,736 19 6	1,350 — —	7,210 8 1
Matilda	762	1806	45 9 5	1,996 7 —	661 18 11	1,583 19 7	1,699 14 2	1,808 — 7	1,869 — —	9,654 9 8
Milford	625	-	- - -	519 18 7	212 12 4	1,981 9 4	375 3 5	3,018 13 3	1,335 — —	7,442 16 11
Lord Castlereagh	808	1810	103 6 1	1,050 18 7	216 11 7	687 14 3	1,375 4 1	4,545 8 6	2,250 — —	10,229 3 1
Cambrian	720	-	- - -	1,802 5 10	443 — 8	1,635 9 11	706 13 2	5,756 19 4	2,250 — —	12,594 8 11
Milford	625	1811	- - -	651 7 4	344 1 10	905 6 4	536 5 1	4,754 8 10	1,800 — —	8,991 9 5
Lord Castlereagh	808	-	- - -	458 16 —	682 10 4	777 13 3	116 14 6	2,663 4 11	- - -	4,698 19 —
Bombay Merchant	480	-	- - -	409 1 9	75 4 9	1,217 5 —	714 14 11	1,980 15 —	340 4 —	4,737 5 —
Cambrian	720	1814	- - -	565 16 3	340 18 11	1,602 7 2	350 8 9	3,966 10 9	- - -	6,826 1 10
									£.	283,276 3 4

Committee.]—When a ship is fitted, and begins her voyage in this country, does not she come naturally to be repaired in the Thames?—We have not considered it usual for them to return from India to this country, they have permission to come here and return to India.

Those are all ships in the private trade?—Yes.

Whose voyage is from India to England and back, not from England to India and back?—Yes.

[THE following ACCOUNTS were read:

(94.)—Account specifying which of the Tenders contained in the Account dated the 10th Instant (p. 554, No. XVIII. of these Minutes) were accepted by the Commissioners of the Navy - - - - - - - - - - - - - p. 626.

(95.)—Account of the Number of VESSELS, with the amount of their Tonnage and the number of Men and Boys usually employed in Navigating the same; &c.—for Ten Years, 1804—1813. [*Extracted from the* Finance Accounts, Class IV.] - ibid.

(96.)—List of the Number of Ships and quantity of Tonnage in the East India Company's Service, 1793—1813 - - - - - - - - - - - - - p. 628.

(97.)—Private Trade between Europe, America and Bengal, 1795—1800. [No. VI. in the Papers, *ordered by* The House *to be printed* 30 *April* 1813] - - - p. 629.

ACCOUNTS.

—(94.)—

An Account, specifying which of the TENDERS contained in the Account, dated the 10th Instant, [see pp. 554—557, No. XVIII. of these Minutes,] were accepted by the Commissioners of the Navy.

DATE OF THE TENDER.	NAMES OF THE PERSONS.	——
26th October 1809	Jn° Lowes.	
— — —	Will^m Baker.	
— — —	Jn° King	This Tender accepted for three Cutters only.
26th December 1810	Tyson & Blake.	
27th — —	Dan^l List.	
30th May 1811	Jn° Pelham.	
16th September —	Will^m Taylor.	
8th January 1812	Will^m Good.	
— — —	Mary Ross.	
— — —	Edw^d Larkin.	
— — —	Bussell & Son.	
— — —	Tho^s Hills.	
11th — —	Tyson & Blake.	
16th — —	Benj^n Hobbs.	
17th June —	Rob^t Davy.	
15th July —	Will^m Good	This Tender accepted for one Bomb Vessel only.
23d November —	Rob^t Chapman.	
26th — —	Rob^t Davy	This Tender accepted for two Brigs of 179 tons only.
— — —	M. Richards & Co.	
2d December —	Wigrams & Green.	
2d January 1813	D°	
12th — —	D°	
4th February —	Jn° King.	
— — —	B. Adams	This Tender accepted for one Sloop only.
— — —	Edw^d Adams.	
— — —	J. & T. Brindley	This Tender accepted for one Sloop only.
24th — —	Jabez Bayley.	
— — —	Will^m Cortney.	
— — —	B. Adams	This Tender accepted for one Sloop only.

R. SEPPINGS. H. LEGGE. PERCY FRASER.

—(95.)—

An Account of the Number of VESSELS, with the Amount of their Tonnage, and the Number of Men and Boys usually employed in Navigating the same, which belonged to the several Ports in The *British* Empire on the 30th September in each Year from 1804 to 1813, both inclusive; being Ten Years;—[*Extracted from the* Finance Accounts of Great Britain, Class IV, *as ordered by* The House *to be printed, in those Years respectively.*]

Years ending 30 September	1804:			1805:			1806:		
	Ships.	Tons.	Men.	Ships.	Tons.	Men.	Ships.	Tons.	Men.
England	14,604	1,784,085	115,345	14,790	1,799,210	117,668	14,877	1,786,692	118,089
Scotland	2,597	207,810	14,917	2,581	210,295	15,160	2,788	211,431	15,415
Ireland	1,061	58,062	5,176	1,067	56,806	5,070	1,076	55,545	5,081
Plantations	2,904	191,509	14,492	3,024	190,953	15,467	2,867	183,800	13,244
Guernsey	110	10,058	769	111	9,759	1,326	108	10,193	1,351
Jersey	78	7,037	649	74	6,769	685	68	6,485	543
Isle of Man	429	10,099	2,426	404	9,650	2,336	398	9,568	2,298
Total registered in H. M. Dominions	21,774	2,268,570	153,774	22,051	2,283,442	157,712	22,182	2,263,714	156,021

(continued.)

Account of Vessels, &c.—*continued.*

In the Years	1807: Ships.	1807: Tons.	1807: Men.	1808: Ships.	1808: Tons.	1808: Men.	1809: Ships.	1809: Tons.	1809: Men.
England	15,087	1,797,182	119,631	15,327	1,833,971	119,881	15,687	1,875,224	122,815
Scotland	2,615	216,553	15,658	2,596	211,950	15,042	2,534	206,075	14,720
Ireland	1,098	56,901	5,217	1,104	58,959	5,324	1,119	60,979	5,560
Plantations	2,917	184,794	13,565	3,066	194,423	13,081	3,188	201,247	13,857
Guernsey	106	9,927	993	110	10,850	1,061	112	10,503	912
Jersey	77	6,891	552	66	5,429	506	58	5,451	576
Isle of Man	390	9,373	2,259	381	9,237	2,216	372	8,989	2,158
Total registered in H. M. Dominions	22,290	2,281,621	157,875	22,646	2,324,819	157,105	23,070	2,368,468	160,598

(continued.)

In the Years	1810: Ships.	1810: Tons.	1810: Men.	1811: Ships.	1811: Tons.	1811: Men.	1812: Ships.	1812: Tons.	1812: Men.
England	16,048	1,918,089	126,068	16,164	1,942,406	123,757	16,295	1,951,234	124,896
Scotland	2,552	209,736	15,064	2,630	220,688	15,490	2,708	231,273	16,300
Ireland	1,126	58,650	5,416	1,133	59,155	5,484	1,111	57,104	5,320
Plantations	3,450	215,383	14,157	3,628	227,452	14,085	3,470	216,068	14,971
Guernsey	104	9,947	883	94	9,485	855	76	8,312	751
Jersey	57	5,454	550	59	6,003	547	54	5,369	519
Isle of Man	366	8,785	2,117	398	9,585	2,329	393	9,439	2,273
Total registered in H. M. Dominions	23,703	2,426,044	164,195	24,106	2,474,774	162,547	24,107	2,478,799	165,030

(continued.)

In the Year	1813. Ships.	1813. Tons.	1813. Men.
England	16,602	2,029,637	127,740
Scotland	2,713	234,383	16,933
Ireland	1,146	60,226	5,516
Plantations	2,689	165,591	11,676
Guernsey	84	9,755	869
Jersey	64	6,379	708
Isle of Man	342	8,513	2,115
Total registered in H. M. Dominions	23,640	2,514,484	165,557

N. B.—The Accounts from which this has been extracted are respectively signed "*T. E. Willoughby*, Reg^r Gen^l"—And to the Year 1806 inclusive, are made up to the 30th September; but afterwards to the 5th of January in the succeeding Year.

—(96.)—

A LIST of the Number of SHIPS and Quantity of TONNAGE, in the Company's Service, in each Year, from 1793;—distinguishing the Regular, Extra, and East India-built Ships.

Season.	SHIPS NOT BUILT IN INDIA.				SHIPS BUILT IN INDIA.				Total Number of Ships.	Total Tonnage.
	REGULAR.		EXTRA.		REGULAR.		EXTRA.			
	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.		
1793	46	40,783	-	-	-	-	-	-	46.	40,783.
4	34	29,531	-	-	-	-	-	-	34.	29,531.
5	40	43,220	6	3,703	-	-	-	-	46.	46,923.
6	32	37,494	11	4,685	2	1,727	1	526	46.	44,432.
7	19	21,793	7	5,123	-	-	-	-	26.	26,916.
8	30	37,256	8	4,420	2	1,727	-	-	40.	43,403.
9	27	32,458	7	4,301	-	-	-	-	34.	36,759.
1800	37	36,392	11	6,438	1	957	-	-	49.	43,787.
1	25	28,686	11	6,063	2	1,727	1	560	39.	37,936.
2	38	39,909	14	7,602	-	-	-	-	52.	47,511.
3	35	37,794	17	9,571	2	1,727	-	-	54.	49,092.
4	36	37,361	12	6,488	1	770	2	1,288	51.	45,907.
5	28	31,050	21	11,974	-	-	-	-	49.	43,024.
6	34	34,932	8	4,168	2	2,391	2	1,288	46.	42,779.
7	26	26,296	20	11,545	-	-	-	-	46.	37,841.
8	35	36,608	5	2,650	1	1,242	2	1,288	43.	41,788.
9	21	23,503	21	11,625	3	3,277	2	1,135	47.	39,540.
10	31	32,918	13	7,030	2	2,516	7	4,962	53.	47,426.
11	29	32,688	15	8,424	4	3,975	2	1,135	50.	46,222.
12	25	27,951	15	8,285	2	2,572	5	3,447	47.	42,255.
13	23	26,264	7	4,058	5	5,731	1	637	36.	36,690.

Memorandum:

The Extra Ships have been principally employed in the conveyance of goods belonging to individuals.

East India House,
the 17th June, 1814.

B. MORICE.

—(97.)—

REPORT on the PRIVATE TRADE between EUROPE, AMERICA, and BENGAL, from the 1st of June 1795, to the 31st of May 1800:—[*From* Papers, *ordered by* The House *to be printed*, 30 *April* 1813; No. VI.]

LONDON:

IMPORTS.		EXPORTS.	
1795-6 - - - -	22,73,163		
1796-7 - - - -	17,33,002		
1797-8 - - - -	15,34,219		
1798-9 - - - -	17,43,314		
1799-1800 - - - -	47,82,101		
	66,20,526		
		1795-6 -	84,08,800
		1796-7 -	50,79,310
		1797-8 -	69,71,529
		1798-9 -	41,07,834
		1799-1800	67,66,649
			3,13,34,122
Carried over, - -	66,20,526	- - - - - -	3,13,34,122

115.

IMPORTS.

THE average annual amount of Treasure imported into Bengal in the four first years, was in value S. R^{s}. 4,47,755, whereas in 1799-1800, it amounted to S.R^{s} 16,36,405. This great increase in the last year may be attributed to the large sums due to merchants in Calcutta, from consignees in London, for the balance of the proceeds of merchandize shipped from hence in preceding years.

2. The average annual amount of the value of the Merchandize imported for the four first years, was S.R^{s} 13,85,670, whereas in 1799-1800, the amount was S.R^{s} 31,50,695. This great excess in the last year is partly owing to the comparatively small import in 1798-9, being only ten lacks, and in 1797-8, twelve lacks, whereas in 1795-6 it amounted to near eighteen lacks, and in 1796-7 to near sixteen lacks of rupees; and partly owing to the low rates of freight at which merchants in London could ship their goods under the British flag to this country, instead of sending them, as formerly, under Danish, American, Venetian, Genoese, and Hamburghese colours.

EXPORTS.

	1795-6.	1796-7.	1797-8.	1798-9.	1799-1800.
3. Indigo -	61,44,186.	30,56,592.	53,73,861.	23,71,941.	35,28,416.

The Indigo contracts with the Company ceased in 1794-5, which occasioned the whole of the indigo of the season of 1795-6 (excepting 11,053 maunds, delivered to the Company to make up deficiencies of contracts) to be shipped in private trade. In 1796-7, an unfavourable season for production, and scarcity of money, caused the diminution in the quantity exported. In 1797-8 the quantity of indigo imported from the upper provinces was very considerable, which occasioned the additional exports in this year. In 1798-9 the export fell very short of the three preceding years, owing to the entire bankruptcy of several manufacturers engaged in the production of that precarious dye. In 1799-1800, the quantity of indigo exported to Great Britain was, maunds 35,540, or cwt. 23,480, which may be considered as the fair standard of the average annual production on this side of India.

	1795-6.	1796-7.	1797-8.	1798-9.	1799-1800.
4. Piece G^{ds} -	14,91,416.	12,94,222.	11,87,710.	8,85,058.	15,23,479.

The value of the Piece Goods exported to London has hitherto been small in comparison with the exports to Hamburgh, Copenhagen, and Lisbon. During the present year, the export of Piece Goods to London will also be small, partly owing to the profit of 25 to 35 per cent. which the providers of coarse Piece Goods are deriving at present, by their sale for cash in Calcutta; and partly owing to the high price of cotton, occasioned by the failure of the cotton crops during the last season.

5.	1795-6.	1796-7.	1797-8.	1798-9.	1799-1800.
Sugar - - - - -	3,05,051	4,77,000	1,82,650	3,76,000	6,90,667
Saltpetre - - -	1,64,684	2,930	430	400	1,09,183
Cotton and Thread	1,13,384	55,233	58,000	3,28,084	95,000
Spices, Gums, Borax, &c.	1,90,078	1,93,343	1,68,074	1,46,351	8,29,904
S.R^{s} - -	7,73,198	7,28,496	4,09,958	8,50,835	17,14,754

6. From the 1st of June 1795, to the 31st of May 1798, the quantity of Sugar shipped to Hamburgh and Copenhagen (supposed to be principally on account of British subjects residing in Calcutta) was 1,40,729 maunds, or 1,93,031 cwt. If this quantity

(97.)—Report on the Private Trade, &c.—*continued.*

IMPORTS.	EXPORTS.
Brought over - - 66,20,526	- - - - - - 3,13,34,122
Carried over - - 66,20,526	- - - - - - 3,13,34,122

quantity had been shipped to London, and the sale price had been 45 *s.* per cwt. the duty of customs at 37 per cent. on the sale price, would have been £. Stg 85,773; and if the piece goods and other articles shipped on freight to Hamburgh, Copenhagen, and Lisbon, in those three years, had been also sent to London, it may be estimated that the British revenue of Customs, on the terms of the late Warehousing Act, would have been benefited above £. Stg 500,000. by the trade thus forced to foreign ports, by means of the high freight on gruff articles, and the heavy duties on piece goods in London.

7. The large quantity of Sugar and Saltpetre shipped in 1795-6 was in consequence of the lower rate of freight obtainable at that time; the exports in American ships to Hamburgh were - - - - - - - - - - - - S.Rs 17,37,342

Consisting of

Piece Goods -	13,57,336
Indigo - - -	1,03,212
Sugar - - -	1,77,931
Cotton - - -	28,896
Pepper and Spices	22,000
Borax - - -	16,800
Ginger - - -	9,300
Cowries - - -	6,200
Sundries - - -	15,667
S.Rs - -	17,37,342

This was prior to the operation of the American Treaty in Calcutta, which took place the 30th September 1796.

8. In 1796-7, the exports to Hamburgh in American ships laden before the promulgation of the treaty, were S.Rs 6,19,973.

9. In 1797-8, the exports to Hamburgh, under Hamburgh and Venetian colours, were - - - - - - - - - - 2,15,968.

To Copenhagen, Anglo-Danes,

from Calcutta - -	3,56,578
Do. from Serampore -	23,43,422
	27,00,000.

Seven Anglo-Danes sailed to Penang and the eastward, carrying opium and piece goods for sale at Batavia, where they loaded for Copenhagen, viz.

Loken,
Odin,
Rhiensburg,
Rosenbergh,
Mundel.

10. Two American ships also, the Kensington and Ipbigenia, sailed from Serampore to Copenhagen; they were stopped at St. Helena, sent to England, released there, and disposed of their cargoes.

11. In 1798-9, when British merchants in Calcutta were permitted to load their own ships, or to make their own arrangements for the Freight to London, there was not a single bag of sugar or bale of cloth shipped by them to any foreign port. Whereas if such permission had not been granted, the shipments in Anglo-Danish vessels would have continued, as merchants in every part of the world, will run many risks, sooner than allow their ships to rot in harbour, if employment can be obtained for them; to this cause it may be attributed, that in 1797-8, seven ships, supposed to be Anglo-Danes, sailed to Penang and the eastward, for Batavia and Copenhagen, as before stated.

12. The Freight received by the owners of the ships in 1798-9, was 16 £. Stg per ton, payable by unconditional bills at six months after sight by the correspondents in London of the merchants in Calcutta. These bills were immediately negotiable, thereby enabling such shipowners as possessed only small capitals to carry on their business, which they could not have done if they had been obliged to wait the returns of the receipt of the freight, after the adjustment of the accounts of the ship at the India House.

13. To the low rate of Freight in 1798-9 may be attributed the additional quantity of gruff goods shipped to England, in comparison with preceding years, and the total annihilation of the trade carried on in ships conjectured to be Anglo-Danes prior to that period.

14. In this year the amount of the Gruff Goods shipped for London exceeded one-fifth of the whole of the exports thither; whereas in the year preceding, 1797-8, the proportion of Gruff

(97.)—Report on the Private Trade, &c.—*continued.*

IMPORTS.		EXPORTS.	
Brought over - -	66,20,526	- - - - - - -	3,13,34,122
Hamburgh:		*Hamburgh:*	
1795 - -	6,57,431	1795-6 - -	17,37,342
1796-7 - -	15,801	1796-7 - -	6,19,937
1797-8 - -	1,66,411	1797-8 - -	2,15,968
1798-9 - -	2,18,943	1798-9 - -	5,91,173
1799-1800 -	72,333	1799-1800	61,582
	11,80,919		32,26,038
Copenhagen:		*Copenhagen:*	
1795-6 - -	7,70,136	1795-6 - -	8,13,832
1796-7 - -	5,14,931	1796-7 - -	17,73,511
1797-8 - -	85,303	1797-8 - -	3,56,572
1798-9 - -	6,15,000	1798-9 - -	1,11,087
1799-1800	10,16,474	1799-1800	9,56,147
	30,01,901		40,11,147
Lisbon:		*Lisbon:*	
1795-6 - -	10,24,443	1795-6 - -	21,81,371
1796-7 - -	5,18,025	1796-7 - -	7,19,026
1797-8 - -	6,94,320	1797-8 - -	12,65,595
1798-9 - -	2,04,000	1798-9 - -	4,40,000
1799-1800	46,56,391	1799-1800	33,44,435
	70,97,361		79,63,207
American:		*American:*	
1795-6 - -	8,43,118	1795-6 - -	19,49,319
1796-7 - -	15,49,773	1796-7 - -	25,60,267
1797-8 - -	10,40,108	1797-8 - -	20,25,602
1798-9 - -	13,40,572	1798-9 - -	17,89,542
1799-1800	35,24,614	1799-1800	37,87,937
	82,98,185		115,10,667
Imports - - -	2,61,40,392	Exports - - -	5,80,45,181

Goods to the total exports, was less than one-seventeenth; which clearly shews the advantage derived to the British trade by affording it the means of conveyance at a low rate of freight, and the reason why the amount of tonnage occupied in 1798-9 was so much larger in 1797-8, though the total value of the exports in the former year fell so much short of that of the latter year.

15. In 1799-1800 British subjects provided a larger quantity of Goods than usual, in the expectation of the same indulgence in shipping them, as in the preceding year. Goods to a much larger amount would have been shipped to England, had the rates of freight been lower. In consequence of the high rates of freight, considerable quantities of sugar and other goods intended for the London market, were resold in Calcutta.

16. The Imports from Hamburgh and Copenhagen, in the three first years, are principally the produce of Great Britain, shipped by merchants in London, partly on account of the low freight, and partly to avoid the forms of office at the India House, to which the goods would have been subject if shipped under the British flag. The import in 1799-1800, although put under the head of Copenhagen, is principally treasure landed from ships at Serampore from Manilla, belonging to the Armenian merchants in Calcutta trading to that port.

17. The great increase in the Portugal trade in 1799-1800, is owing to the supposed increased demand for India goods in the Brazils, Spain, and Spanish America.

18. With respect to the Exports of those three foreign nations, exceeding in the three first years the imports in the sum of S.R^{s} 52,47,784, consisting principally of Piece Goods, subject to a heavy duty in England. It may be reckoned that 3/4ths of the trade was carried on by British subjects, until permission was granted to individuals to load their own ships, in 1798-9.

19. In 1795-6, the Carrying Trade to Hamburgh was in the hands of the Americans, and partly in 1796-7, but ceased towards the close of that year, on the promulgation of the American treaty.

20. The Exports on Danish ships from Calcutta and Serampore were,

in 1795-6, only - - - 10,00,000
1796-7, - - - - - 19,00,000

whereas, in 1797-8, when the Danes or Anglo-Danes got the carrying trade, the value of the exports on ships under Danish colours to Copenhagen was 27,00,000. In 1798-9, when British merchants were permitted to send their own goods in their own ships, in the manner they desired, then the trade which had formerly been carried on in ships under American colours to Hamburgh, and subsequently under Danish colours to Copenhagen, ceased in so far as respected the trade carried on by British merchants residing in Calcutta to those ports.

21. The reason of the Exports to Lisbon in 1799-1800 falling short of the imports S.R^{s} 13,11,956, is, that the largest Portuguese ship has been detained in this river, for want of the goods necessary to complete her cargo.

22. The Exports to America exceeded the imports in three years, from 1st June 1795 to 31st May 1798, in the amount of S.R^{s} 31,02,189, for the payment of which it may be estimated that bills were drawn from America on persons in Calcutta, for the purchase of

American stock - - - - - - - - -	3,00,000
Bills drawn from London on houses of agency in Calcutta - - - - - - - - -	8,00,000
Bills received at Madras, for Merchandize or Bullion sold there - - - - - - - - -	6,00,000
Bills drawn by supracargoes in payment of Goods purchased wholly or in part, or obtained in cash, from merchants in Calcutta, by means of letters of credit from American merchants residing in London - -	11,00,000
Goods shipped on Freight - - - - -	3,02,189
	S. R^{s} 31,02,189

23. The increase of this trade by the Americans in 1799-1800, may be attributed to the great profit they derive from it.

(Signed) JOS. THO^{s} BROWN,
Calcutta, 24 Sept. 1800. R. E. C.

XX.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Jovis, 16° *die Junii*, 1814 - - - - - p. 597.
Mr. Gabriel Gillett.
Mr. Jamas Thorn.
Mr. Isaac Sparrow.

Veneris, 17° *die Junii*, 1814 - - - - - p. 614.
Mr. Henry Fermer, (2d time.)
Mr. Germain Lavie,
Mr. Matthew Fagg,
Mr. Robert Joblin,
Mr. George Hall.

ACCOUNTS, - - - - - p 626.

(94.)—Account specifying which of the Tenders containe in the Account dated the 10th instant (p. 55 N° xviii, of these Minutes) were accepted by th Commissioners of the Navy.

(95.)—Account of the Number of VESSELS, with th amount of their Tonnage, and the number of Me and Boys usually employed in navigating th same; &c. for Ten years, 1804—1813. [*Extracte from the* Finance Accounts, Class iv.]

(96.)—List of the number of SHIPS and quantity o Tonnage in the East India Company's Service 1793—1813.

(97.)—Private Trade between Europe, America, and Bengal 1795—1800. [N° vi. in the Papers, *ordered by* The House *to be printed* 30 *April* 1813.]

Ordered, by The House of Commons, *to be printed*,
22 *June* 1814.

XIX.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Martis, 14° *die Junij*, 1814 - - - - - p. 563

Mr. Patrick Maitland (2d time.)
Mr. Allan Gilmore.
Mr. James McTaggart.

Mercurii, 15° *die Junij*, 1814 - - - - p. 578

Mr. James McTaggart (2d time.)
Mr. Henry Fermor.

ACCOUNT, and PAPER, - - - p. 592.

(92.)—Account of Ships, Regular and Extra, at present in service of The E. I. Company.

(93.)—Correspondence (in March and April 1802) between The E. I. Company and The Admiralty, relative to the building of large Ships, for The Company's Service.

Ordered, by The House of Commons, *to be printed,*
17 *June* 1814.

XXI.

Select Committee on East India-built Shipping.

Lunæ, 20° *die Junii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

Mr. Matthew Fagg, Called in; and Examined by Mr. SPANKIE.

LOOK at the list of ships lost and captured; have you made that out from the best information you could procure?—I have.

Do you believe it to be correct?—I certainly do.

Committee.]—Is the loss and capture of those ships matter of notoriety among persons conversant with India business?—It is.

[*Cross-examined by Mr. Harrison.*]

Do you know of Fairlie, Bonham & Company, having sent any ship lately to South America, to import copper to India?—They have chartered a ship to South America, certainly.

To carry copper to India?—I believe she will take copper from South America to India.

Where is she gone to?—I believe to Valparaiso.

She is gone out expressly for that purpose, or at least principally for that purpose?—I cannot answer to that.

To what house does the ship belong?—She belongs to George Faith.

By whom is she chartered and sent out?—By Fairlie, Bonham & Company.

And her voyage is to Valparaiso in South America, and from thence to India?—Yes; to Calcutta, I believe.

And copper is one of the things that is to be procured by her supercargo, or whoever is abroad there?—I think it is likely that is the case.

Do not you know that is the object of sending her out?—I cannot speak positively to that.

I suppose there is no such connection with South America and this country yet, as to have enabled you to have secured a cargo before she went out?—I do not know that there is.

Do you know whether any copper is secured there as part of her cargo, or is there a supercargo with her?—There is no supercargo with her to my knowledge.

In what way is she to procure her lading at Valparaiso?—I presume the house to which she is consigned is to procure a cargo for her.

To what house is she consigned?—I believe the gentleman's name is Lezour.

Has she carried out a cargo from this country?—She has.

Has she any other destination than to Valparaiso, and afterwards to Bengal?—She returns to this country.

From Bengal she comes to this country?—She does.

Have you any doubt, from your situation in the house, that one of the objects is to carry copper from Valparaiso to Calcutta?—It is not exactly in my department, that of goods; I am in the shipping office.

From your situation in the house, and your knowledge of the general concerns of it, have you any doubt one of the principal objects of that vessel being sent out, is to

Mr. Matthew Fagg.

carry copper from Valparaiso to Calcutta?—I should think copper may be a part of her cargo as dead weight, certainly.

Then do you mean to say, you do not confidently believe one of the main objects of that voyage was to carry copper from Valparaiso to Calcutta?—I should think the object of the cargo from here was as much as that from Valparaiso.

What cargo did the house expect to get at Valparaiso except copper?—I do not know.

Is not copper from Valparaiso to Calcutta the main thing the house look to, putting aside the voyage from here?—I cannot speak positively to that.

Have you any doubt about the fact; have you heard so in the house?—I have no doubt the ship went after copper, certainly.

Do you know of any other vessels that are gone to Valparaiso to take copper from thence to India?—I do not.

Do you know whether the house ever took any copper before, or any other house from Valparaiso to Calcutta?—No.

Do you know the Lord Melville?—Yes.

Where was she built?—She was built by Dudman.

Who has Dudman's yard now?—I do not know that it is carried on by any one.

I believe Dudman's have lately sold the lease of it?—Whether it has been sold I do not know; I understood it was for sale.

You do not know whether Mr. Bonham has bought the lease of the yard, or has been in contract for taking it?—No, I think not; certainly not.

Not your house?—No, certainly not.

Has it ever been offered to them for sale?—That I cannot speak to.

Do you know that it was put up for public sale?—No, I do not know that.

[*Re-examined by Mr. Spankie.*]

You say that the ship is gone out for copper; do you conceive that that is the principal part of the voyage, or is it only an incidental part, in case copper can be procured there?—I really cannot say; I think copper was intended for the dead weight of the ship.

Was that the object of going to Valparaiso?—To find part of the cargo.

She carried out a large cargo to Valparaiso?—Yes, a very large cargo.

Of what?—Various articles of manufacture from this country.

And hoping to dispose of that cargo at Valparaiso, it was intended to carry on something else to India?—Yes.

Of which, copper was to be part, if it could be got?—Yes.

Committee.]—What were the manufactures taken from this country?—Woollen cloth, principally.

Mr. Spankie.]—Any others?—Iron Manchester goods, and glass ware.

Committee.]—Many of those things of a description that would not be sent out to India direct, or be disposed of in such a direct voyage?—They were sent to be sold at Valparaiso.

They were things that could not be disposed of in India?—They were of a description of goods that would not have answered in India at all.

Therefore they would not have been exported, but for this circuitous voyage?—No, but for this voyage.

Mr. Spankie.]—You do not know any thing about the production of copper in that country yourself?—I do not.

Or what articles are furnished by that country, adapted to the Indian market, besides?—I do not.

Is it sheet copper?—I believe not; it is in bricks or slabs; there is some of it in this country now.

Have you seen it here?—Yes, it is to be had here.

Is it to be put in competition with the British copper?—No, it is not manufactured in the same manner.

Is it equally applicable to the purposes of ship-building?—It is not at all intended for that purpose.

That sort of copper probably out of which the common utensils are made in India?—I believe, it is intended for the use of the natives in India.

This

This is one of the first adventures that have taken place since these voyages were permitted?—It is the first I have known of. *Mr. Matthew Fagg.*

Do you know, whether, besides the copper, it is expected that some part of the cargo may be in specie; dollars from Valparaiso to India?—I do not know that it is.

[*Examined by the Committee.*]

You speak of the ship going, in a great measure, for the purpose of getting copper; do you know any thing of the copper in that country?—I do not.

Do you know whether it is to be got in any quantity?—No.

Or the price?—The price is about half the price of English manufactured copper in that country, I suppose.

You suppose so, you do not know it?—I cannot speak positively to that.

What do you mean by not speaking positively; have you ever heard?—No.

Then on what ground did you answer it was about half the price of British copper?—From the price it has been purchased at here; it has been purchased here at about 58*l.* a ton, and British copper would come to 90*l.* or a 100*l.*

British copper was selling at 90*l.* or a 100*l.* a ton, when this was at 58*l.*?—Yes.

Then it was inferior to English?—Certainly.

What purposes is it applied to?—Making utensils for the Natives, I understand.

Have you any doubt that lower price was from the inferiority of the material?—Certainly not.

Did you ever know a ship covered with that species of copper?—No.

Was it in the same state of manufacture as British copper, when it sold at that price?—That I cannot speak to.

[The following Papers marked X & Y, were delivered in, and read; being those referred to in the Evidence of Mr. Lavie and Mr. Fagg, on the 17th.]

ABSTRACT (X.)

"According to the return of East India-built ships which have obtained British registers since 1793, presented to the House of Commons on the 11th of May 1813, per House of Commons, printed Paper 245, and Abstract (B,) Minutes of Evidence page 14. The same amounted to

76 Ships - - -	tonnage without fractions -		47,449
11 Ships - added per Return 23d of April 1814, Minutes of Evidence, page 87 - - -	tonnage		9,443
6 Ships - added per Return 24th of May 1814, Minutes of Evidence, page 468 - -	tonnage		2,726
1 Ship - The Inglis, not included in any of the said Returns, but being one of the eight ships referred to in Abstract (A,) printed minutes, page 13 - - - - -	tonnage		1,321
94 Ships	Total Tonnage - -		60,939

To be accounted for, and accounted for by Abstract (Y.)

In the above statement are not included two other ships in Abstract (A.) viz. the Honourable Company's own ships, the Sir Edward Hughes and Britannia, which were in the service before 1793, and have been some time out of it; nor four out of the five other ships referred to in that Abstract (A,) such four ships not having arrived in England.

ABSTRACT (Y.)

Mr. Matthew Fagg.

A LIST of all the SHIPS and VESSELS built in ASIA, which have been admitted to Registry in Great Britain, from 1st January 1794, according to Abstract (X.); with the Name and Tonnage of each Ship and Vessel, and distinguishing the Counties and Places where built, when admitted to British Registry, and how employed or disposed of.

Ships Names.	Where Built.	Date of Registry.	Tonnage.	Total Tonnage.
Employed in the East India Company's Regular Service.				
Surat Castle	Bombay	Sept. 28 - 1796	1,139	
Scaleby Castle	Ditto	Oct. 11 - 1799	1,237	
Thomas Grenville	Ditto	March 5 - 1812	923	
Moffat	Calcutta	July 16 - —	750	
Inglis	Penang	— 31 - —	1,321	
Charles Grant	Bombay	Nov. 11 - —	1,252	
Bombay	Ditto	Oct. 8 - 1813	1,279	
Castle Huntley	Calcutta	Nov. 16 - —	1,353	
				9,254
Employed in the East India Company's Extra Service.				
Union	Calcutta	May 21 - 1802	748	
Sir William Pulteney	Ditto	Nov. 28 - 1804	609	
Larkins	Ditto	August 15 - 1811	676	
Fairlie	Ditto	Nov. 27 - —	755	
David Scott	Bombay	Feb. 12 - 1813	773	
James Sibbald	Ditto	— 17 - —	667	
				4,228
Employed in the Private Trade between this Country and India.				
Anna	Bombay	Nov. 24 - 1796	899	
Cornwallis	Ditto	May 12 - 1797	716	
Marian	Calcutta	April 17 - 1802	350	
Hope	Ditto	May 3 - —	562	
Mangles	Ditto	— 16 - 1804	574	
Matilda	Ditto	Jan. 2 - 1806	762	
Lord Castlereagh	Bombay	March 22 - 1810	808	
General Wellesley	Calcutta	May 3 - —	430	
Cambridge	Ditto	— 30 - —	768	
Fort William	Ditto	June 9 - —	1,236	
Emma	Ditto	Feb. 20 - —	463	
Woodbridge	Ditto	March 28 - —	479	
Caroline	Ditto	Feb. 3 - —	442	
Barrosa	Ditto	Feb. 12 - 1813	729	
Cambrian	Bombay	March 31 - 1814	720	
				9,938
Employed in the Private Trade between this Country and India, on their first Voyage home.				
Cornwall	Calcutta	April 13 - 1813	859	
Hannah	Bombay	Sept. 16 - —	466	
Java	Calcutta	Oct. 7 - —	1,175	
Regent	Ditto	Dec. 4 - —	939	
Countess Harcourt	Penang	March 23 - 1814	517	
Countess of Loudon	Calcutta	April 9 - —	481	
Marquis of Wellington	Ditto	May 6 - —	636	
Swallow	Ditto	— 16 - —	353	
Bengal Merchant	Ditto	— - - —	477	
Radnor	Ditto	— 20 - —	478	
				6,381
		Carried forward		29,801

ABSTRACT (Y.)—*continued.*

Mr. Matthew Fagg.

Ships Names.	Where built.	Date of Registry.	Tonnage.	Total Tonnage.
		Brought forward - - -		29,801
Employed in the West India trade:				
Berwick - - -	Calcutta - - -	August 29 - 1796	420	
Medway - - -	Fort William - -	Sept. 24 - 1802	192	
Margaret - - -	Calcutta - - -	August 6 - 1806	275	
Fortitude - - -	Ditto - - - -	April 20 - 1808	477	
William - - - -	Bombay - - -	Sept. 25 - 1811	421	
Ganges - - - -	Calcutta - - -	June 27 - 1812	400	
Henry Wellesley -	Ditto - - - -	May 20 - 1814	301	
				2,486
Employed in the Transport Service, and sold to Government:				
Harriet - - - -	Calcutta - - -	August 11 - 1796	373	
Juliana - - - -	Ditto - - - -	Dec. 14 - 1801	502	
Baring - - - -	Ditto - - - -	Feb. 24 - - 1813	753	
Severn - - - -	Ditto - - - -	Oct. 26 - —	571	
Hindostan - - -	Ditto - - - -	Nov. 4 - - —	604	
				2,803
Employed as Store-ships, and sold to Government:				
Cuvera - - - -	Calcutta - - -	Nov. 27 - 1799	935	
Wellesley - - -	Ditto - - - -	Jan. 3 - - 1800	802	
Admiral Rainier -	Ditto - - - -	Jan. 5 - - 1801	886	
				2,623
Employed in carrying Convicts to Botany Bay:				
Providence - - -	Calcutta - - -	July 9 - - 1810	649	
General Hewett -	Ditto - - - -	April 14 - 1813	960	
				1,609
Sold to the Portuguese:				
Aurora - - - - -	Calcutta - - -	Feb. 4 - - 1802	560	560
Lost, burnt, or taken:				
Marquis Cornwallis	Calcutta - - -	Sept. 23 - 1794	654	
Charlotte - - -	Ditto - - - -	July 18 - - 1796	269	
Nonsuch - - -	Ditto - - - -	August 8 - —	483	
Abercrombie - -	Ditto - - - -	— 26 - —	615	
Eliza Ann - - -	Ditto - - - -	— 31 - —	459	
Warren Hastings -	Ditto - - - -	Sept. 7 - - —	450	
Anna - - - - -	Ditto - - - -	— 27 - - —	684	
Royal Charlotte -	Bombay - - -	Oct. 4 - - —	677	
Carron - - - - -	Ditto - - - -	Nov. 23 - —	1,072	
Cecilia - - - -	Ditto - - - -	Feb. 17 - - 1797	478	
Bangalore - - -	Calcutta - - -	- - - -	291	
Gabriel - - - -	Ditto - - - -	— 25 - —	867	
Varuna - - - -	Ditto - - - -	May 11 - —	548	
Caledonia - - -	Ditto - - - -	— 16 - —	808	
Shaw Andasher -	Bombay - - -	August 31 - —	860	
Lady Shore - -	Calcutta - - -	Jan. 19 - —	482	
Exeter - - - -	Ditto - - - -	July 23 - 1798	503	
Highland Chief -	Ditto - - - -	August 14 - 1799	462	
Minerva - - -	Bombay - - -	April 14 - 1798	558	
Calcutta - - -	Calcutta - - -	August 29 - 1799	768	
Armenia - - -	Ditto - - - -	Nov. 16 - —	518	
Bellona - - - -	Ditto - - - -	Jan. 10 - - 1800	577	
Cartier - - - -	Bombay - - -	Nov. 11 - —	391	
		Carried forward - - -	13,474	39,882

Mr. Matthew Fagg.

ABSTRACT (Y.)—*continued.*

Ships Names.	Where built.	Date of Registry.	Tonnage.	Total Tonnage.
		Brought forward - - -	13,474	39,882
		Lost, burnt or taken—*continued.*		
Sarah - - - - -	Bombay - - -	April 24 - 1800	935	
Porcher - - - -	Calcutta - - -	Jan. 21 - - 1801	772	
Lucy and Maria -	Ditto - - - -	Feb. 26 - - 1802	753	
Countess of Sutherland - - - -	Ditto - - - -	April 7 - - —	1,509	
Clyde - - - - -	Ditto - - - -	August 5 - —	600	
Althea - - - - -	Ditto - - - -	Nov. 25 - —	810	
Arran - - - - -	Ditto - - - -	July 2 - - —	344	
Ruby - - - - -	Ditto - - - -	Jan. 26 - - 1804	271	
Hope - - - - -	Ditto - - - -	March 15 - 1806	301	
				19,769
		Uncertain how employed:		
Sparrow - - -	Bombay - - -	Feb. 15 - 1796	147	
Britannia - - -	Ditto - - - -	June 20 - —	500	
Duke of Bronte -	Calcutta - - -	Nov. 17 - —	165	
Seringapatam - -	Bombay - - -	April 16 - 1809	357	
Star - - - - - -	Ditto - - - -	Sept. 11 - 1805	119	
				1,288
94 Ships - - - - - - -		Total Tonnage - - - - - -		60,939

Mr. *Germain Lavie,* Called in; and Examined by Mr. SPANKIE.

Mr. Germain Lavie.

DID you make that Abstract (Z.) from the Accounts referred to?—Yes.

[The Account was delivered in, and read, as follows:]

ABSTRACT (Z.)

ABSTRACT from Two Statements delivered by the Navy Office, 19th of May and 3d June 1814; Minutes of Evidence, pages 392 and 498; shewing the quantities of English oak timber, knees, thickstuff and plank, expended in His Majesty's several Dock Yards, compared to the expenditure of Foreign oak timber, knees, thickstuff and plank, in the following years.

DESCRIPTION.	1803.	1804.	1805.	1806.	1807.
	Loads.	Loads.	Loads.	Loads.	Loads.
English oak timber and knees in rough contents - - -	21,427	30,728	25,556	37,813	23,903
English thickstuff and plank -	7,823	12,105	6,266	9,048	10,330
TOTAL - -	29,250	42,833	31,822	46,861	34,233
Foreign oak timber and knees - - - - - - -	5,937	2,709	1,295	4,202	5,365
Foreign thickstuff and plank -	4,847	5,852	8,389	8,169	6,232
	10,784	8,561	9,684	12,371	11,597

Mr. Germain Lavie.

ABSTRACT (Z.)—*continued.*

DESCRIPTION.	1808.	1809.	1810.	1811.	1812.
	Loads.	Loads.	Loads.	Loads.	Loads.
English oak timber and knees in rough contents - -	26,674	32,694	27,014	25,522	34,403
English thickstuff and plank -	7,365	11,664	10,283	5,405	9,866
	34,039	44,358	37,297	30,927	44,269
Foreign oak timber and knees - - - - - - -	16,355	13,157	7,517	13,013	25,633
Foreign thickstuff and plank -	10,492	6,960	2,979	4,239	4,444
	26,847	20,117	10,496	17,252	30,077

Did you make that Abstract (U.) from the Accounts referred to?—Yes, I did.

[It was delivered in, and read, as follows:]

ABSTRACT (U.)

ABSTRACT of several Accounts of the Ships built in the River Thames, from 1794 to 1813, both inclusive, for the service of the East India Compay, and for Government; distinguishing the Number and Tonnage of each; built by the five principal Builders by whom those Accounts have been rendered to the Committee, as per pages of Minutes here specified.

	Built for the India Company.		Built for Government.		Page of Minutes.
	N° of Ships.	Tonnage.	N° of Ships.	Tonnage.	
Messrs. Wigram & Co. - - - - Wells & Co. -	42	44,018	55	45,644	434 & 439
Messrs. Barnard & Co. -	16	16,422	23	19,529	431
Messrs. Brent & Co. -	17	16,379	32	21,831	357 & 358
Messrs. Pitcher & Co. -	14	16,022	32	21,485	378
Messrs. Dudman & Co. -	6	4,948	25	10,926	426
	95	97,789	167	119,415	

It appears by Mr. Truefit's evidence, page 372, that three other ships were, in the last 11 years, built by Mr. Mestaer, for the service of the East India company, making the whole number 98.

Look at that Abstract (W.) did you make that out from the Accounts to which it refers?—I did.

[It was delivered in, and read, as follows:]

ABSTRACT

Mr. Cermain Lavie.

ABSTRACT (W.)

ABSTRACT from Two Accounts in the Minutes, pages 400 and 434; showing the number of Workmen employed by Messrs. Wigram & Co.; and of the Indiamen built by them in each year; from 1804 to 1813, inclusive.

Years.	Workmen employed by Messrs. Wigram & Co.	Indiamen built.
1804.	498.	None.
1805.	604.	None.
1806.	598.	One.
1807.	505.	None.
1808.	496.	Two.
1809.	462.	None.
1810.	554.	One.
1811.	616.	Three.
1812.	392.	One.
1813.	738.	One.

ABSTRACT from Two Accounts in the Minutes, pages 400 and 357; showing the number of Workmen employed by Messrs. Brent & Co.; and of the Indiamen built by them in each year; from 1804 to 1813, inclusive.

Years.	Workmen employed by Messrs. Brent & Co.	Indiamen built.
1804.	401.	None.
1805.	418.	None.
1806.	364.	None.
1807.	289.	None.
1808.	403.	None.
1809.	528.	None.
1810.	452.	None.
1811.	483.	One.
1812.	452.	Two.
1813.	134.	None.

Committee.]—Is this Abstract made out from the accounts to which it refers, and none other?—It is.

[The following Extract, dated 23d April 1787, was read from the Journals of the House of Commons: Volume 42, page 656.]

"A PETITION of the united shipwrights of the private yards of Great Britain, and particularly in and about this metropolis, was presented to the House, and read: Setting forth, that the Petitioners, who in the course of the late war were engaged in building the major part of His Majesty's Navy, unwilling to shew any discontent, had for some time struggled with difficulties to support themselves and families, owing to the stop of that valuable branch of ship-building, and are now reduced to such a low degree, that they are under the necessity of imploring the House to take into consideration such measures as they shall think meet; many hundred of the Petitioners in and about the metropolis, being at this time out of employment, and their families in great distress: And that the Petitioners are willing to engage in any employ to support themselves and families, which the House shall think convenient, as there seems at present to be almost a total stop put to ship-building: And that the Petitioners have already preferred a Petition to His Majesty, stating their distress, which

which the petitioners presume cannot be complied with, without the interposition of Parliament; and they hope that their great distress, together with the importance of the service they have been engaged in, may be considered an object worthy its attention; and therefore praying the House to take the premises into consideration, and to grant them such relief as may, upon the fullest enquiry, be thought fit, reasonable, and convenient. *Mr George Morris.*

" Ordered, That the said Petition do lie upon the table."

Mr. George Morris, Called in; and Examined by Mr. SPANKIE.

YOU are in the employ of Messrs. Larkin and Morris?—I am.

Do you know Messrs. Richardson and Son, timber merchants at Limehouse?—I do.

Do you know Mr. Christopher Richardson, junior?—I do; I know them both.

In the month of May last, towards the end of that month, did you go to their premises for the purpose of seeing any timber?—I went to view the timber, to see if they had any fit for the Government contract.

Timber of sixty feet metings, and thereabouts?—Timber fit for the contract.

Did you see any timber of that description there, and what quantity?—None; I saw a few pieces fit for the contract size, and I saw some that were not fit.

Who did you see?—I saw the foreman of the yard.

Did you know him to be the foreman of the yard?—I did not ask him; but from his manner of coming to me, I supposed he was.

He acted as such?—Yes; I knew the yard.

You had been there before?—Yes; I had been there often, and did not want any person to shew it me.

Did you tell him you wanted timber of that description?—Yes.

Was he acting as Mr. Richardson's servant or foreman?—As a foreman.

Can you tell us at what time in May it was?—I cannot now recollect; I suppose about a month ago, from my being out, or six weeks ago.

Was it after the receipt of a letter from Mr. Sparrow on the subject?—Yes, I understood so from my brother.

Is that the letter? (*handing it to the witness.*)—I have not seen this letter before; I know the hand writing very well to be that of the gentleman who has signed it.

Now describe the sort of timber you found on Mr. Richardson's premises?—That which was the largest timber, was some trees of about thirty feet metings; I asked if it was the largest, and they said it was.

Did you explain to the person you saw, the object of your coming?—I told him, I understood Mr. Richardson had a large quantity of large timber to dispose of, and his answer was, they had none.

Did he say whether he had recently disposed of any?—No, he did not.

What might be the quantity you found there?—Not thirty load of that which he shewed me as large, certainly, and but little in the yard that I saw besides of any thing like the size, except two trees that I saw two or three years ago, (I recognized them) when I went to view a former lot of timber of his; they were large defective trees.

You had formerly looked at a lot of timber there, which was offered to Mr. Larkins and your brother?—Yes; but the quality was such, that it would not do for the Government contract; I had a purveyor with me.

About what metings was that timber, which you had looked at two years before?—What remained are near 100 feet; what the others were, I cannot say now, but large.

You rejected it, because it was unfit for Government purposes?—It was unsound; the King's purveyor with me would not mark it.

Who was that purveyor?—Benjamin Ramage.

You are occasionally employed, I believe, to look at the timber that is bought for Government?—I am.

Have you been in Sussex lately to look at some felled on Sir Godfrey Webster's estate?—I have; it is small.

How many trees have been felled there?—Perhaps from two to three thousand, of which I saw, I think, about fifteen hundred.

What, was the proportion of large trees fit for the Government contract, in that quantity?—There might be a considerable quantity fit for planking.

Mr. George Morris.

But I mean large timber of sixty feet metings?—Not above forty load, out of the whole fifteen hundred that I saw.

Was what you saw, part of the general fall?—I understood as good as any.

Small and large, it was not any particular description of timber?—It was one quantity that lay near us.

You saw about fifteen hundred trees?—There was about that number, I suppose.

And of that there was about forty load of sixty feet metings?—Yes.

[*Cross-examined by Mr. Harrison.*]

In what situation are you?—Agent or clerk in the house; I have been generally in-doors of late years; in and out and attending to the books.

To Messrs. Larkin's and Morris?—Yes.

You went to Mr. Richardson's yard?—Yes.

And there you saw somebody in the yard; who it was you cannot tell us?—I have no doubt from his manner he was a foreman.

Then you have no other reason to suppose so but that?—I did not care about seeing him, because I knew where the timber lay, and could have found it if it had been there.

Do you know whether Mr. Richardson keeps all the timber he has in his yard?—He may have it in the country.

Then what Mr. Richardson might have, that he had left in places till he wanted it, or had sale for it, you know nothing of?—No.

All you know of was what you saw in his premises?—Yes.

Is it not worth Messrs. Larkin's and Morris's while to give a higher price for timber, for instance, at any of the yards on the Thames, than for timber in a different situation?—If they bought it in the country, they would calculate the freight to bring it to the yards.

And in the river, whether it was ten miles up the river or below bridge, would make a difference?—Of course.

Therefore it would be worth while to give eight or nine pounds, or any price of that sort, for timber in the yards upon the river, for which they would not give more than 7*l.* 10*s.* at a distance higher up the river?—They calculate always the expense of bringing it to the river or the yards where they can make use of it.

You went down to this timber of Sir Godfrey Webster?—I did.

For what?—I was upon estates there measuring the timber, and with a person marking, and I was desired to go over that timber, to have it marked for the King's yards.

And among other timber that you went over was some of Sir Godfrey Webster's?—Yes.

Whose else?—I measured Lord Ashburnham's.

Had you a good lot altogether of different proprietors?—I only went to measure that of Lord Ashburnham's.

Was that a tolerably good quantity?—Yes.

What was the quantity?—About 1,300 trees.

Of what metings do you calculate?—They may be about twenty feet; they may perhaps be rather under.

Not more than twenty feet metings, round measure?—Not generally; and a fall taken down altogether is not generally of that meting.

Round measure you speak of?—Yes.

That is plank timber, I suppose?—There is a great deal of it plank-timber; it is bought at a kind of selection; I was only to take what suited.

At Sir Godfrey Webster's you saw the lot you have described?—About 1,500 trees.

The rest of his timber you did not see?—Not the rest that was felled; it was further off.

Of what you saw of Sir Godfrey Webster's, you have given us the proportion of large trees?—I have.

You did not send to Mr. Richardson or his son, to say you were going that day to the yard?—No.

Merely looked in casually to see what they had got?—I looked into the yard to see the timber he had got.

[*Re-*

[*Re-examined by Mr. Spankie.*]

Mr. George Morris.

When you went to Mr. Richardson's yard, did you tell the foreman, or the person you supposed to be the foreman, that you came to look at some timber?—Yes; that I wanted to look at some large timber which I understood they had for sale.

You have been asked as to the price of timber; is not the usual mode of buying timber, wherever it is bought, to buy it at the delivery price in London?—Of course; that is the calculating price.

So that if you had bought any timber of Mr. Richardson, you would have given nearly the same price that you would have given at Newbury?—If I had bought it at Newbury, I should have expected the freight to be deducted.

To be delivered in the river?—Yes.

So that the price does not vary with the distance, but it is governed by the quality?—Certainly; ruled by the freight or expense of delivery to the yards.

[*Examined by the Committee.*]

What freight do Messrs. Larkins and Morris pay for sending their timber from the river to the yards?—It depends on the situation; from two and three pounds to five shillings per load, according to distance.

Is it an advantage to them to side it, so as to reduce the freight before they send it?—Of course; there is then the less quantity.

And when it is in a situation that that can be done, so as to reduce the freight, of course it is an advantage to them?—It is an advantage, as having the less to carry.

Mr. John Staples, Called in; and Examined by Mr. SPANKIE.

Mr. John Staples.

YOU are a timber surveyor, I believe?—Yes.

Where do you reside?—At Swanley, near Dartford in Kent.

Are you agent to any gentleman of that county, who are proprietors of timber estates?—A great many.

How many?—I should think thirty.

Are you acquainted with the state of the timber in that county generally?—All the western part of the county.

Tell us the names of the gentlemen who have estates with timber on them there?—The Dyke family; there are four of them.

Whereabouts are their estates?—In the neighbourhood of Farmingham, Orpington, the Crays, Shoreham, and in different parts round Colonel Lambert's, Mr. Polhill's. Lord Amherst I do some business for, but I am not agent for the whole of his property; I know his property.

What quantity of timber fit for the Navy may there be on all the estates with which you are acquainted?—I should think they do not exceed 2,000 trees that would mete at 60 feet square measure.

How many acres of wood-land do you take into account, when you say that would be the quantity to be received from it?—I am agent for 6,000 acres of wood-land upon the different estates.

And out of those 6,000 acres, is that the quantity of timber of 60 feet metings?—Yes; it does not exceed 2,000 trees that would mete at 60 feet square measure.

You are acquainted with the timber in the country, generally, besides those 6,000 acres?—There is very little of the county of Kent but what I know.

What quantity of timber may there be in the county of Kent besides that?—I have a knowledge of about 10,000 acres of wood-land in Kent besides.

Committee.]—Is that the Church-wood?—Shooters Hill cover is the nearest this way that I know of.

Mr. Spankie.]—Upon those 10,000 acres what quantity may there be?—I should think it does not exceed 3,000 trees that would average 60 feet metings, square measure.

How much more wood-land is there in the whole county, besides those 16,000 acres, in your opinion?—I should not think there were more than 5,000 acres besides. I cannot speak to a certainty.

You have personal knowledge of those six thousand acres to which you are agent; in what manner have you acquired your knowledge of the ten thousand acres; have you

Mr. John Staples.

you been in the habit of looking at that for any purposes?—No purposes particularly, but by going round the woods and through the woods at different times.

Did you turn your attention to it as a man accustomed to look at such things?—Yes.

And formed an estimate, in your own mind, comparing that timber with other timber you had seen?—Yes.

You are often on those estates?—Yes.

So that your opinion is not formed upon a single view?—Certainly not.

Are you acquainted with the wood near Canterbury, or rather the wood which belongs to the See of Canterbury?—I have been in some part of the Boughton woods.

Committee.]—Those are called Church Woods, are they not?—I believe they are; I have not a perfect knowledge of those woods; I know some parts of them.

Mr. Spankie.]—It is a very large district of wood, I believe?—Yes, it is.

Of what size and quality is the wood, as far as you have observed it?—To the best of my knowledge, there are not two thousand trees in the whole range of woods that would mete at sixty feet.

It is an extensive range, I believe?—I should think it was fourteen or fifteen hundred acres, to the best of my knowledge; I have not so good a knowledge of that wood as I have of many others.

How do you class that?—Not among the ten thousand; it is exclusive of the sixteen thousand.

It is classed among the five thousand?—Yes.

You are acquainted with the timber in Dorsetshire?—I have been over great part of the county of Dorsetshire.

How lately?—Three years ago.

You were acquainted with the late Mr. Sturt?—Yes.

What is the general state of the timber in that country; have you seen it at different times?—Yes; I have seen it as many as four or five times.

In your opinion, has that county been exhausted of timber?—It has been very much exhausted within the last ten years.

Speaking of Kent, has that been exhausted within the last ten years?—Very much.

Particularly in the larger timber?—Yes.

Can you state, from your observation in the counties with which you are acquainted, whether any considerable quantity of oak-timber is employed in any other purposes than ship-building?—For carpenters, builders, and wheel-wrights.

What proportion of the timber cut, may be employed in those ways within the last ten years?—I should think, two-thirds.

Two-thirds of what is cut, in your knowledge, is employed in internal consumption, distinct from ship-building?—Yes.

What are the principal objects distinct from ship-building, in which oak-timber is consumed?—Building.

Building houses?—Houses, park palings, fences, and buildings of different descriptions.

Is much used in locks and canals, steam-engines, and machinery?—At times.

Committee.]—Do you think the consumption, in those particulars, has much increased?—I should think, the consumption for the last three years has not been so much as it was before.

Mr. Spankie.]—Do you know Swanscombe wood?—Yes.

Is that the wood you was speaking of as Boughton wood?—No; Swanscombe wood is near Northfleet.

You are acquainted with that?—Yes.

What quantity of wood is there there?—There are about three hundred acres of wood land; I should think there are not two hundred trees that will exceed the metings of sixty feet; there is a great succession of the small timber.

With respect to the county of Kent, within your observation, has the quantity of timber of that size decreased or increased during the time you have known it?—Decreased within the last ten or fifteen years.

In what proportion, speaking generally, as to timber of sixty feet metings?—I should think there is not one-third that there was fifteen years ago.

There

Mr. John Staples.

There is a good succession, you say?—A great succession on all the estates I know.

How soon will that come into use as timber of sixty feet metings?—At least thirty years; not less than thirty years.

So that if that timber were allowed to stand the ordinary time, how long would it be before Kent, and those counties with which you are acquainted, would be so well stocked with large timber as they were fifteen years ago?—Forty years.

Of the fine timber now standing in those counties, what proportion of it may be considered ornamental timber, standing in parks, or as ornaments to gentlemen's seats?—I should think one half of the timber that is fit for the Navy is ornamental timber, and timber that gentlemen do not like to cut.

Is that sort of timber likely to be obtained as a supply for the Navy, or is it timber likely to be sold, generally speaking?—I think it is not likely to be sold; gentlemen would not cut it.

[*Cross-examined by Mr. Adolphus.*]

How long have you been employed as agent in this part of the country?—I was in the habit of attending with my father for twenty years; my father has been dead five years; ever since I was ten years old.

Do you know Mr. Larkins or Mr. Morris at all?—Yes, I know Mr. Larkins and Mr. Morris both very well.

You have been in the habit of doing business with them, I believe?—I have sold timber to them many times.

A great deal of your dealings has been with them?—I have sold them some years a great deal.

And year by year you sell them some?—I generally sell them some every year.

Do you not sell to them more than to any body else?—Yes, I do.

More than to all the rest of the world put together perhaps?—I sell to twenty or five-and-twenty carpenters, but Messrs. Morris and Larkins take all the timber that is fit for the Navy, or nearly so; there are Mr. Alexander and other dealers I sell to.

Perhaps it is on account of some communication with them that you are here to-day?—It was through Mr. Lavie I received my summons.

Is it in consequence of some communication with either Mr. Larkins or Mr. Morris that you are here to-day?—It is not within my knowledge.

Have you had any communication with either of them that brings you here to-day?—I heard from Mr. John Morris some time back, that there was an enquiry making about the timber in different counties that was fit for the Navy, and he said that he thought that I should be called upon.

You have no acquaintance with Mr. Lavie, I presume, but what could arise through Mr. Larkins or Mr. Morris?—None in particular.

I think you have stated that your knowledge of the county of Kent, as to timber, is principally in the west?—Yes.

Your knowledge of other parts in East Kent is less perfect?—Yes.

Boughton is in East Kent?—Yes, it is.

Do you know, in a general way, whether the east or west is considered the most wooded part of Kent?—The west, I believe.

The Church Estate is in the east part?—Yes, near Canterbury.

Of that particularly you seem not to have any great knowledge?—I have not a thorough knowledge.

In the parts you know, I understand you to say, there is a very good succession of timber?—Yes, upon all the estates.

Has that succession, and most particularly of late years, been very assiduously maintained?—Very.

The landed proprietors of Kent, considering timber a valuable part of their property, have bestowed great attention on the preservation and improvement of it?—Very great indeed.

Is that both in woods and copses as well as hedge-rows?—Yes.

Is there any diminution, I do not mean particularly of the large sized timber, but of timber in general, in woods, copses or hedge-rows?—There is as much as ever of small timber.

So that the promise in the county of Kent is, that there will be in future times as much as there has been at any time past?—Equally so.

Mr. John Staples.

Is not that timber in progressive promise; is not there some fifteen and twenty feet round measure, while there is some growing up from the acorn, and so on to ten feet and upwards?—Certainly.

That from fifteen to twenty feet grows faster than that which is younger and in the rear of it, does not it?—Yes, on some soils.

Kent is in general a good oak county, I understand?—I believe it is; it is reckoned so.

Therefore the progress of timber in Kent, upon an average, will be rather a favourable and good progress?—Yes, certainly.

That the large timber in West Kent should have been cut a great deal during twenty years war, is quite inevitable, considering how near it is to the Dock Yards, and the many other favourable circumstances which make it a resource?—Yes.

And in those parts, there is a succession coming forward to supply a similar resource, after a certain number of years?—Certainly.

Will not a portion of that resource be coming forward in ten or fifteen years?—There will be a great deal in fifteen years, but a great deal more in thirty years.

When you speak of two-thirds of the oak timber being applied to domestic purposes, do you mean the oak timber of sixty feet metings which is cut, or that which is cut periodically for thinning, or other purposes?—I mean large and small timber too; two-thirds of the whole that has been cut within the last ten or fifteen years.

Do you mean that two-thirds of the large timber has been applied to domestic purposes?—I mean two-thirds of the timber that has been cut.

Supposing ninety to be the sum cut, divide that into thirds, perhaps two-thirds will be timber below sixty feet metings?—Yes.

Of that, nearly the whole will be applied to domestic purposes?—Yes, certainly.

Then of that which amounted to sixty feet metings, nearly the whole would be applied to naval purposes?—Certainly.

Then when you speak of two-thirds of the timber cut being applied to domestic purposes, you mean only that two-thirds of the timber cut is unfit for naval purposes?—Yes.

Being cut to thin the woods and encourage the growth of that which hereafter will be fit for naval purposes?—Certainly.

If the growth of oak is encouraged in the way it now promises to be, have you any doubt that the succession will afford a sufficient supply, as it has done heretofore?—Certainly, after the time I mention.

That is, from fifteen to thirty or forty years, and so on?—Yes.

[*Re-examined by Mr. Spankie.*]

Supposing the same demand, or anything like the same demand for naval timber, were to take place during the next thirty years in this country, do you think the county of Kent, and the other counties with which you are acquainted, could supply anything like the quantity of ship-building timber which they have supplied within the last fifteen or twenty years?—Certainly not.

You have stated that there is a great succession coming forward; how soon do you conceive that that succession, in its present progress, could come into use for naval purposes?—There would be some come into use in fifteen or twenty years, but no great quantity; there are always trees of fifteen or twenty feet that grow very fast, that would be fit in fifteen or twenty years more, but only a small quantity.

The great proportion would come into use at a much more distant period?—Certainly, thirty or forty years.

Committee.]—Do not they sometimes require large timber for the canal locks?—Very often.

Timber of more than sixty feet metings?—Sometimes.

Mr. Thomas Clare, Called in; and Examined by Mr. SPANKIE.

Mr. Thomas Clare.

YOU are a timber surveyor, I believe?—Yes.

Where do you live?—At Billingshurst in Sussex.

How long have you been in the timber trade?—Forty years nearly.

Are you acquainted with the county of Sussex, generally?—The western part of Sussex I am, and the eastern part of Hampshire.

In those counties, has the quantity of ship-building timber, of sixty feet metings or thereabouts, increased or decreased within your observation?—Decreased very much.

Of

Mr. Thomas Clare.

Of the quantity now adapted for ship-building purposes, what quantity do you consider ornamental timber?—The principal part of the timber that is now standing, except on a few estates, is ornamental timber.

Are you acquainted with the Duke of Richmond's estate?—Yes.

Has he any quantity of ship-building timber, independent of ornamental timber?—No, he has not.

What quantity may the Duke of Richmond have, independent of ornamental timber?—I should think not 500 load fit for the Navy.

Are you acquainted with Mr. Preston, a timber dealer?—I know Mr. Preston, the old gentleman.

Do you know a timber estate at Stroud that he was after?—Yes, very well; Mr. Commerell's, near Horsham.

What is the quantity of timber on that estate?—The quantity of timber on that estate; I viewed it about four years ago, and I did not make four hundred load of Navy timber, except that he would not have cut, twenty feet metings.

What might be the value of that timber?—Six thousand pounds I bid for that which was marked for sale; there were some ornamental trees, out of which he might cut about fifty more.

What might be the value of the whole of that?—If he cut the timber very bare, he would cut about 7,000*l.* worth, unless he cut down lower than what is used for the Navy.

There is a good succession of timber coming up in the county of Sussex, I believe?—Yes; it is very small.

How soon will it come into use?—Not in my time,

How soon will it be, in your opinion, before the county of Sussex will be as well stocked with timber as it was ten, fifteen, or twenty years ago?—It will take forty or fifty years to come; and I do not suppose it will ever be so well supplied as it was, because there is a great deal of it grubbed up.

Explain why you think so?—A great deal of the land is grubbed up where they used to grow a great deal of timber, and therefore there can be no more there.

So that besides the quantity which has been consumed during the last fifteen or twenty years, there is not so much wood-land as formerly?—No, there is not.

Does the same observation apply to the county of Hants—that part of it with which you are acquainted?—Yes, it does.

Have you found a difficulty, in the course of your business, in obtaining a supply of the large timber of sixty feet metings?—Yes.

[*Cross-examined by Mr. Adolphus.*]

Timber is quite out of favour in Sussex; they grub it up and take no care of planting it, or any thing about it?—Not quite out of favour; it is very much in favour, if they had it.

So much, that they are fond of grubbing it up?—After the timber is cut off, it is no use to let it stand there for a man's life-time.

Is it within your knowledge that there is a great deal more planted than grubbed up?—No, that cannot be; quite the reverse.

Then it comes to what I said first, that it is so little in favour, they are grubbing it up fast?—The high price of corn induces a great number of people to grub up their land.

Therefore to your knowledge, I suppose some thousand acres have been grubbed up?—No doubt of it; I believe I have grubbed up near twenty acres of my own, which never was cultivated as a farm before.

And planted more instead?—No.

Do you know Mr. Morris?—I know Mr. Morris.

Your son is in his employ?—Yes; I have known Mr. Morris a great many years; he was an agent as well as myself.

You talk of the Duke of Richmond's; have you ever been to view or value that?—I bought timber on the Duke of Richmond's estate.

You bought the timber that was determined to be felled?—It was felled.

You have not viewed the estate to take an account of what timber there really was?—No, I have not.

You have not any particular knowledge, only a general view of his estate?—Yes; I know very well that the timber is nearly all cleared off.

Mr. Thomas Clare.

And none planted—no succession?—There is succession in the copses, to be sure, because young timber will come where the old is gone.

But all very small?—Mostly very small, except the elm and beech.

And the little that is large is ornamental timber, I dare say?—The large timber is ornamental timber in the park; round the house principally.

This estate that old Mr. Preston went to view, Commerell's estate, cannot be worth 15 or 20,000*l.*?—No.

You looked at it to purchase it?—No, Mr. Commerell employed me to value timber for him, and gave me two guineas a day.

Perhaps Mr. Preston knows when he is going to buy, whether the timber upon an estate is worth 15 or 20,000*l.* or not?—I should think so; he has been at it long enough.

And he is a man to be believed?—I suppose so; but if he was to buy it when it was cut and measured, he never can find that money on the estate; the wood would not produce any thing like it.

You confine your acquaintance to the west of Sussex?—Yes.

Is Lord Newport's estate on your side the county?—Yes.

Has he much timber?—No, very little oak.

Lord Selsey?—Lord Selsey has got some.

A good deal?—He has been cutting it lately very bare.

Lord Robert Spencer?—Lord Robert Spencer's timber is very nearly all gone.

Mr. Taylor's?—His timber is very much thinned.

Very little oak?—Very little left.

Mr. Twyford?—I do not know.

Lord Egmont?—Lord Egmont has got a good deal of timber, but it is small.

Mr. Thomas?—He has but very little.

Do you know Mr. Townsend's estate?—No, I never was over it.

The Charworth Estate?—No, I do not know that.

Then the result of your observation upon Sussex is, that it never will be stocked as it has been, with large timber?—If you give it a respite for one hundred years, there will be nearly as much timber as ever there was.

Is there not a sufficient succession planted to re-produce all the stock that has been taken away?—No.

There is a considerable quantity in hedge-rows?—Yes, but it is small.

Perhaps that mode of growing is encouraged in Sussex?—It is so.

Do you know any thing of Sir Charles Burrell's estate?—Yes.

Is there any timber upon that?—Yes, there is timber, but it is small young timber, principally indeed, in a manner of speaking, there is no old timber upon it, nor upon Walter Burrell's either, not there at Southwater; I will not say what he has at other places.

Do you know the Duke of Norfolk's estate at Arundel?—Some of it.

Is there any timber there?—There is some timber about the estates.

Has a great deal of timber been bought and sold cut in Sussex within late years?—Yes.

When did it cease to be sold; has it become scarce at this day?—It has been scarce for some years.

But still it has continued to be sold?—Yes, they continued to sell it while they could get it, but it gets less and less.

Is not there a considerable quantity of timber in Kilford parish?—Yes.

All small?—It is much the same as the other parts of the county; it is principally small.

What do you mean by principally, in number or in quantity?—In quantity; the trees are wonderful in number, but they are small.

Then your opinion of the county of Sussex is, that the large timber is almost entirely cut away?—It is so; there are very few estates but what are drained very much.

When did you receive notice that you were to come here as a witness?—On Saturday.

You never turned your attention to the subject of being examined here before Saturday?—I did not know what I was going to say when I came here, till that gentleman asked me.

[*Examined*

[*Examined by the Committee.*]

Mr. Thomas Clare.

You think the cultivation of corn more profitable than trees?—I have a little land of my own; I have a very large family, and I was desirous to make the best I could of it; I have a farm, and there was a good deal of large timber upon it, and we cut it all off; the wide hedge-rows were grubbed up and turned into tillage.

And you did this with a view to its being more profitable than growing timber upon it?—Yes.

And you think it is an advantage to grub up woods when they are cut down?—That depends on what soil it is; a soil that will produce corn, when wheat is five-and-thirty pounds a load, should be sowed with corn; no timber will produce equal to that.

Martis, 21° die Junii, 1814.

Sir ROBERT PEEL, BART. in The Chair.

Robert Seppings, Esquire, again called in; and Examined by The Committee.

Robert Seppings, Esq.

DO you know of any change that has taken place, or is about to take place, in the manner of constructing large ships of war?—Yes; there is a ship of war constructing on a different principle from the common one.

You know of a ship now under construction, upon a plan different from that which has been heretofore used?—Yes; there is now a ship of that description.

Will you state to the Committee what the differences are; and if you know with what view those differences have been ordered?—There is a ship at Woolwich constructing with small timber, the Thunderer.

What is her size?—A seventy-four gun ship.

What is the difference between her construction in frame, and that which has been heretofore used generally in ships of the same size?—The principle on which she is constructed, is to apply small or frigates' timbers, to make them applicable to a ship of war of that size.

What is your opinion upon the probable result of that experiment?—I should hope it would be successful, being the projector of it.

What do you expect from it?—I have every reason to expect it will be successful.

Do you think that that difference in the frame of that ship now under construction, will enable Government in future to build seventy-fours with frame timber, heretofore considered only of sufficient scantling for the construction of frigates?—Yes, I should think it would.

Do you think that this ship now building in that manner, will be to the full as strong in her frame, for all purposes of war and sailing, as if she had been constructed in the usual manner?—Yes; I have no doubt that she will be equal to a ship built on the old principle.

Do you expect or hope to make any difference in her wear, from this change in her construction?—Yes; from making use of younger timber, I should suppose she would be more durable.

Is that because you think younger timber more sound and honest to its scantling, than older and larger timber?—That is the generally received opinion among practical persons in ship-building.

What were the causes by which you were driven to the invention of this alteration in the construction of ships of war?—It arose from an accumulation of small timber in the Dock Yards.

And from the difficulty of finding in the lots of timber with which you were supplied, as much large and crooked timber as you wanted for constructing ships in the usual manner?—It arose from an accumulation of small timber in the yards.

How do you think that accumulation of small timber arose?—That accumulation arose probably in some degree from the receipts of a large quantity of small timber, and from the discontinuing building frigates, in some degree.

In building, (certainly in orders given to the merchants yards) it is much wished by the private builder, that he should be permitted to build a smaller sized ship,

Robert Seppings, Esq.

under a larger, for the convenience of using up the small timber?—Yes, that has been a generally received opinion, and it has been indulged in some instances.

Perhaps the like convenience will be found in the King's yards in building a number of small ships, in proportion to the large ships built there; and you, from your experience in building in the King's Yard, will be able to say?—It has been always usual in the King's Yards to build and repair large and small ships at the same time.

What is the reason for that practice, and what the advantage arising from it, do you think?—The reason of that practice, was originally, that as the majority of the work was performed in the King's Yards, they embraced both the large and small class of ships.

What advantage in the conversion of the materials, principally of the timber, do you think arises from that practice?—The timber received in the dock-yards is of various dimensions, and of course, to make use of such timber, different classes of ships must be built and repaired.

To convert that timber in the most advantageous manner?—Certainly, to apply it in the most advantageous manner.

Then you were driven to the invention of this plan, by which you can construct large ships with scantlings, heretofore applicable only to small ones, from the accumulation of secondary sized timber in the King's Yards?—Yes.

It was not then from any extraordinary difficulty of procuring large sized timber?—Yes, also a difficulty in procuring the compass large timber.

But not wholly from the difficulty in procuring compass large timber?—Chiefly from a difficulty in procuring compass large timber.

Do you expect, that since this invention, the same difficulty from the scarcity of the large compass timber, is likely or not to arise again?—Not in so great a degree.

Supposing the building for the Navy should be carried on at the same rate generally?—That question I cannot answer, because I am not acquainted with the quantity of timber of that description in the country; I only collect my knowledge from the receipts into the Dock yards.

But it is your opinion, that the effect of this invention will be to diminish the necessity for large compass timber in future, in the construction of large ships of war?—In a great degree.

Do you think fir timber fully adequate to the construction of frigates?—It has been found so.

Do you expect them to last as long constructed of fir, as if constructed of oak?—Certainly not.

You think them as strong and serviceable for navigation as an oak-built ship?—For a time.

For the time which their material will permit them to last?—Certainly.

Your observation upon fir frigates, which have been in action and come home, may not enable you to say whether or not you think them equally proper for purposes of war; that is, equally strong to resist the wear and tear of action?—I never saw any ship fail particularly from being built with fir; there is a popular opinion that is against the use of fir in action, that it splinters.

Do you agree in that opinion yourself?—Not altogether.

Have you seen any fir frigates that have been in action, and have returned home?—No, I do not recollect a circumstance of the kind; but I have seen where shot have passed through oak ships that have had fir planking.

And from its appearance, do you think that that fir planking was as proper in that situation, as oak planking would have been, for those ships?—I have seen oak which appeared to have splintered as much as ever I did fir.

Would you think fir equally as strong to make resistance to a cannon ball as oak?—Yes, I should suppose pretty nearly equal; there is not much difference; it would depend upon what description of fir it is; there are different kinds of fir.

When you say it will depend on what description of fir it is, do you mean, it will depend on whether it is American or Baltic fir?—No; there are different kinds of fir imported from America, which differ from each other more than the American fir does from the Baltic.

Do you think any American fir equal to Baltic fir?—I think some superior; the red pine, and the pitch pine.

Do you happen to know in what particular parts of America those two kinds of fir grow?—The red pine grows in Canada, and the pitch pine further to the southward.

But

Robert Seppings, Esq.

But within the King's dominions?—I believe not the pitch pine.

The red pine will grow above the falls in Canada?—Certainly.

If this new plan for constructing large ships should be found upon experiment to answer expectation, do you think that large ships for East India service, may be built in time to come, of timber of smaller scanting than heretofore, so as to be equally strong and durable?—If the plan is found to answer in line-of-battle ships, there can be no doubt of its answering in an Indiaman.

On the whole, do you take fir frigates to be equal to those built of oak?—Certainly not, in point of durability.

Then believing them to be inferior, do you know any cause that could have led to building them, besides the want of oak-timber?—No doubt it was to husband up or save the oak, that the building with fir was introduced.

Was there not a great scarcity in the yards, of from thirteen to sixteen-inch sidings prior to February last, when the board agreed to try your plan of building with small scantlings?—Not so much in the sidings as the form, except in one of the yards, which had a very great proportion of timber only applicable to frigates.

Was there a want of the large size timber?—There was a want of large timber for particular purposes.

By the new construction, the timbers are more in number, and of smaller size?—Yes; the timbers are more in number, and of smaller size.

Would it not be for the public interest to build and to repair with English oak, in preference to American pine-timber, or timber from the Baltic?—Certainly.

Will not the reduction of the scantling consume more trees?—No doubt of it.

And will not the effect of that be, to consume the timber faster than it would otherwise be consumed?—I believe there is a great proportion of the trees that are used in frigates, or that class of ships that would never come to a size applicable to large ships; so I have been informed by timber merchants; from my own observation I cannot tell.

What is the sized timber of which the large Indiamen are made?—I have never seen but one drawing of an Indiaman's frame, and in that they used timber of equal size to a seventy-four's; Indiamen are now constructed of timbers as large as the seventy-four's.

You do not know the result of this experiment?—It is going on now; it is about half provided.

Was there not a large accumulation of pine timber in the King's Yards, at the time Government contracted with the private builders for those fir frigates?—Yes, there was.

Did the accumulation of fir timber arise from the difficulty of procuring oak?—Certainly the stores of fir rose from the difficulty of procuring oak.

Then a provision of fir had been made to a greater extent than the scarcity of oak called into use afterwards?—No, I do not see that exactly; the contract was made for the fir frigates, and for the fir itself in time of war.

You say the contract for building fir frigates was made in war?—Yes, certainly.

Do you know whether the store of fir timber was provided with a view to the construction of fir frigates?—No; I suppose Government had a large store of fir, in consequence of the Baltic being shut against them, and with a probability that America might be so also; they therefore thought it prudent to keep a store by them.

Then, having for other reasons of providence collected a large store of fir timber, they chose to make use of it in the construction of frigates?—Frigates were required for the service, and the fir was applied to husband up the English oak.

And was there at that time a particular scarcity of such sized oak timber as is usually converted to the building of frigates in the King's Yards?—No; I do not know that there was a scarcity of oak.

Do you think there was a scarcity apprehended of that particular kind of oak timber in a short time to come?—It has been long apprehended that a scarcity of English oak was fast approaching.

The question is, whether there was apprehended as likely to happen in a short time, a scarcity of that particular sized oak timber which is usually converted to the building of frigates?—Government had it in their power to deliver a sufficient quantity of fir to construct frigates with, but they had not a sufficient quantity of oak applicable to the number of ships built; they might have had enough for two or three, but not for the vast number built at that time.

You said there was no scarcity of that kind of oak timber that is wanted for frigates?—Not to a certain extent.

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If a number of frigates, not more than ordinary, had been wanted, the supply of oak timber for them in the King's Yards would have been sufficient?—No, I do not think there would have been a sufficient supply of oak timber applicable for frigates, without having recourse to fir at that time.

You were understood before to say, there was no scarcity of that kind of timber in the King's Yards at that time?—Not to a certain extent.

Be pleased to explain to what extent you mean?—Not to the extent that would be required in the King's Yards; there was sufficient in store to supply the dock yards, but not the merchants yards.

Do you think that this need which arose to Government for the construction of ten frigates, was rather an extraordinary need?—Considerably more than ten were ordered; I suppose double that number.

At that time, when this extraordinary number of frigates was ordered to be built in the merchants yards, were many frigates built in the King's Yards?—No, there were frigates building in the King's Yards.

As many as the yards could well undertake?—Yes, as many as the yards could well undertake.

Then do you think at the time these large orders were made for frigates in the merchants yards, the sudden need which arose for building frigates, was an extraordinary need, and such as does not ordinarily arise?—I have not, in my recollection, an instance of an equal number of ships of that description being ordered at the same time.

Then the insufficiency of the stock of oak timber would seem to have made its appearance, at that time particularly, more from the extraordinary sudden demand for that kind of timber, than from its being insufficient to the ordinary demands of the Navy?—I believe I have before observed, that the building of fir frigates was to husband up the oak, from an idea that there was a scarcity of that article, and that by building ships of fir, they could procure materials to any extent.

You were not asked as to what the view of Government might be in ordering frigates to be constructed of fir instead of oak; but you were asked your opinion upon the inadequacy, at that particular time, of the stock of frigate timber in the King's Yards; to the need of it for the use which had suddenly arisen?—I am led to understand (I was not then at the Board) that Government required a certain number of frigates in a given time, and at that time they had the means of supplying the fir, but they had not the means of supplying the oak.

Do you think a frigate can be built in a shorter time of fir than of oak, supposing both materials at hand for conversion?—Yes, quicker with fir than with oak, as we give a less price to artificers for working fir than oak.

Are you able to say how much quicker; whether in three-fourths or four-fifths of the time?—I should suppose the difference was one-tenth quicker, but it is merely matter of opinion.

The frames of those frigates which were built in haste, did not stand to season?—It is not usual to season fir.

Do you think it would be as safe to finish up a ship constructed with oak, without letting her stand at all to season, as it would be to finish up a ship constructed of fir?—No, I do not think it would be so safe to finish an oak ship immediately, as it would a fir ship.

The oak-built ship would be more likely to go wrong, from not having stood to season, than the fir-built ship?—I should think it would add to the durability of an oak ship to be seasoned, but that is not the received opinion as it respects fir.

Do you think that the Navy Board, in ordering those fir frigates which they wished to have constructed with all possible expedition, were aware that they might be more safely finished off without standing to season, than if they had been ordered to be constructed of oak?—I do not believe that was considered by them; I was not at the Board, therefore I cannot say.

You have not heard it was so?—No.

Then if a ship of war is wanted for a particular purpose, in the shortest possible time to be constructed new, she may be had sooner, by constructing her of fir, than by constructing her of oak?—Fir is much more easy to be worked than oak; and fir can be procured to any extent, when oak cannot.

Do you know any thing of the duration of any fir-built ships of war?—Yes.

State the number of ships, and their names, if you have them in your memory?—I have not the names of the ships particularly, but I have known many fir frigates.

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How long have the generality of those you have known, lasted in full service?—I believe they have run from six to seven and eight years.

Upon an average?—Upon an average, say seven years.

What is called the fir built frigates, are not constructed wholly of fir, there is some oak used in the frame?—I believe, about two hundred load of oak is used in a fir frigate's frame.

And any in the planking?—Very little; the fore shifts and such crooked parts are of oak, there are many other parts of oak besides those.

Do you know who supplied the oak timber for those fir frigates, which were built in the merchants yards; was it sent out from the King's yards, or supplied by the private builders out of their own stock?—By the private builders out of their own stock.

But nearly the whole of the fir was sent out of the King's yards?—The fir in toto was sent out of the King's yards.

You say there was a great accumulation of fir, and that the frigates were built out of this extraordinary accumulation?—I do not know that the accumulation was an extraordinary one, there was a large store of fir, on account of the Baltic being shut, and the probability of an American war.

And you consider that accumulation, as arising from a wish to husband the oak, from a sense of the necessity of it?—I believe, the introduction of fir first originated with a view to husband the oak.

Have not a certain number of men-of-war, seventy-fours, been either constructed or strengthened after their construction upon a triangular principle of tying together, suggested by you?—There are three seventy-fours at sea at this time, which were built on the principle alluded to, there are also a first-rate complete and other ships building.

Will not that mode of construction also tend to the saving the large, by using a smaller description of timber?—It has for its object the giving great additional strength, and also decreasing the consumption of timber.

It appears in the accounts, that the Renown has not been repaired; has she had no repairs?—She has been refitted from time to time, recoppered, new decks, &c. many trifling repairs from time to time, but no large repairs that entered into the fabrick of the ship.

The Dublin is also returned as having had no repairs?—The repairs of ships are brought under different heads, from very large to very small, and although a ship may have considerable money laid out upon her when in commission, it is generally termed a refit and not a repair.

Then if the ship comes into dock and undergoes considerable repair, if she remains in commission, she is not returned as repaired?—That is generally speaking only called a refit.

But it is often a repair?—It very often exceeds in amount a small repair.

Though what is called a refit may exceed in amount a small repair, are they not different in their nature?—No, I do not think they are; very frequently a refit or a small repair may be considered the same thing.

Is not a refit more agreeable to what may be considered the wear and tear of a vessel than that which is ordinarily the subject of repair?—Yes, it may be considered under the head of wear and tear, but in the business of the Dublin, that was not the case.

In the Dublin; it has been in evidence before this Committee, she has had considerable repair?—I believe the expenses incurred by the Dublin proceeded from giving additional strength, not making good that which was placed originally; additional securities were added.

[A Paper, ordered by the House of Commons, to be printed, 9th April 1813, intituled, "Statement of the Commerce of British India with London, America, and Foreign Europe, in each year, from 1802-3 to 1810-11, both inclusive," was read.]

[Two Accounts, ordered, by the House of Commons, to be printed, 12 May 1813, intituled, "An Account of all Goods, the Produce of the East Indies and China, imported into and exported from Great Britain in each year, from 1792 to 1811, both inclusive; specifying the Quantities of the principal Articles, and the aggregate value thereof; and also distinguishing the Produce of India from that of China, as far as the same can be ascertained;"—and, "An Account of the Value of all Goods exported from Great Britain to the East Indies and China, in each year, from 1792 to 1811, both inclusive; specifying the Value of the principal Articles; and also, distinguishing India from China, as far as the same can be ascertained,"—were also read.

[The following PAPERS and ACCOUNTS were read:

(98.)—Minute of the East India Company, 8 April 1807, relative to continuing Ships in their service, for two years beyond the number contracted for - - - - - p. 655

(99.)—Instructions, dated 3 June 1814, sent by The Court of Directors of the East India Company, to their Governor in Council at Bombay, relative to the building a Ship for the Company's Service - - - - - - - - - - - ibid.

(100.)—Account of the Prices at which different persons have made Tenders for the supply of Oak Timber, for the use of the Ordnance - - - - - - - - - p. 656.

PAPERS and ACCOUNTS.

—(98.)—

Copy of a MINUTE of the Court of Directors of the East India Company, relative to continuing Ships in the Company's Service for two Voyages beyond the Number of their contracted Voyages.

At a Court of Directors held on Wednesday the 8th April, 1807;

A REPORT from the Committee of Shipping, dated this day, being read:

RESOLVED, THAT in order to lessen the consumption of British Timber, and to give all the Owners of the Ships in the Company's Service the same benefit as to those mentioned in the said Report, which have been engaged for two additional Voyages, as well as to preserve the continuance of their respective Commanders in the Company's employ, the following Regulations be adopted respecting them in future; viz.

THAT every ship in her rotation, as she may have completed her number of contracted voyages, provided her owners shall tender her, and she be found competent in the opinion of the Committee of Shipping, be continued in the service for two additional voyages, under such terms and conditions for her repairs, as the Court may think equitable, according to the circumstances of the times.

THAT in future, the Commanders of such Ships shall have the option of continuing in the command, subject to the Court's approbation as heretofore.

THAT such Ships shall not interfere with the Ships in rotation to be taken up the season after they shall have respectively completed their voyages.

East India House, the 21st June, 1814.

Memorandum:

The above Resolution was rescinded by a subsequent Resolution of the Court of Directors of the 12th April, 1810.

—(99.)—

Copy of INSTRUCTIONS, dated the 3d June 1814, sent by the Court of Directors of the East India Company to their Governor in Council at Bombay, relative to the building a Ship for the Company's Service.

WE have deemed it expedient, that a Ship of about 1,300 tons burthen, shall be built for our service at your Presidency, to be named "Buckinghamshire;" and we direct that immediate measures be taken for that purpose.

We forward to you numbers in the packet a Draft, conformably to which we direct that the Ship shall be built; also, the particulars of the scantlings, and dimensions of the masts, yards, sails, and every other article necessary for the building and equipment of the Ship.

It is our positive orders, that the Ship be built of the best teak wood, and completed with the greatest care and attention; and that no deviation whatever be made from the dimensions and other particulars herewith transmitted to you.

We shall forward to you, by the earliest Bombay ship of next season, the ironwork necessary for building the Ship, which will be manufactured under the inspection of our officers here; also copper bolts, copper sheathing, sails, anchors, cables, &c. the several particulars of which are likewise transmitted numbers in the packet.

The Ship must be floated out of your dock sufficiently early in the year 1816, to enable your builders to fit her completely for sea by the month of June in that year.

East India House, the 22d June, 1814.

— (100.) —

An Account of the PRICES at which different Persons have from time to time made Tenders for the supply of OAK TIMBER for use of THE ORDNANCE, for the last Five Years; with the Names and Descriptions of such Persons respectively:—Together with the Form of the ADVERTISEMENT under which such Offers were made; and the Dates of their Offers.

STATIONS.	PRICES TENDERED AT PER LOAD, FOR ROUND OAK. Rate.	ROUND OAK. Description.	HEWN OAK. Rate.	HEWN OAK. Description.	Names of PERSONS who made TENDERS.	Description.	DATES of TENDERS.
	£. s. d.		£. s. d.				
HULL	13. 2. 6.	10 to 12 in. diam^{r}	- -	- - -	R. Gleadow - -	- -	13 Feb. 1809.
	16. 17. 6.	24 to 50 ft. meting	- -	- - -	W. Osbourne - -	- -	14 Feb. 1809.
	17. 10. 0.	Purchased on the spot, by the Engineer, of Mr. R. Gleadow.					
	17. 10. 0.						
	20. 0. 0.	Not under 14 in. diam^{r}	- -	- - -	R. Gleadow - -	- -	28 Nov. 1811.
	20. 0. 0.	D° - - D° - -	- -	- - -	D° - - - -	- -	15 May 1812.
	20. 0. 0.	12 in. quarter girth	- -	- - -	D° - - - -	- -	13 April 1813.
FAVERSHAM	21. 5. 0.	Large trees - -	- -	- - -	Tho^{s} Davies - -	- -	31 May 1810.
	11. 5. 0.	Small D° - - -	- -	- - -	D° - - - -	- -	31 May 1810.
	11. 11. 3.	F^{m} 11 to 43 ft. met^{s}	- -	- - -	John Broadbridge	- -	20 June 1810.
	12. 10. 0.	- 20 to 50 ft. d° -	- -	- - -	Tho^{s} Webb - -	- -	6 June 1810.
	13. 0. 0.	- 30 to 50 ft. d° -	- -	- - -	M. Redman - -	- -	6 April 1812.
	18. 0. 0.	d° - - d° - -	- -	- - -	Jn° Kershaw - -	- -	4 April 1812.
	14. 8. 0.	d° - - d° - -	- -	- - -	R. & J. Friend -	- -	9 April 1812.
	- -	- - -	9. 15. 0.	F^{m} 20 to 60 ft. met^{s}	Tho^{s} Jarvis - -	- -	20 April 1813.
WALTHAM ABBEY	- -	- - -	10. 0. 0.	75 ft. meting -	John Camp - -	- -	30 Oct. 1809.
	- -	- - -	12. 6. 0.	100 ft. d° - -	D° - - - -	- -	30 Oct. 1809.
	- -	- - -	10. 10. 0.	75 ft. d° - -	John Preston - -	- -	4 Nov. 1809.
	- -	- - -	12. 12. 0.	100 ft. d° - -	D° - - - -	- -	4 Nov. 1809.
	- -	- - -	10. 0. 0.	75 ft. d° - -	John Camp - -	- -	22 Mar. 1810.
	- -	- - -	11. 13. 0	100 ft. d° - -	D° - - - -	- -	23 Aug. 1810.
	- -	- - -	12. 6. 0.	100 ft. d° - -	D° - - - -	- -	22 Mar. 1810.
	- -	- - -	11. 11. 0.	100 ft. d° - -	Messrs. Preston -	- -	28 Aug. 1810.
	- -	- - -	11. 13. 0.	100 ft. d° - -	John Camp - -	- -	31 July 1811.
	- -	- - -	12. 12. 0.	100 ft. d° - -	W. Preston - -	- -	19 Aug. 1811.
	- -	- - -	11. 13. 0.	100 ft. d° - -	John Camp - -	- -	8 April 1812.
	- -	- - -	12. 10. 0.	100 ft. d° - -	John Kershaw -	- -	4 April 1812.
	- -	- - -	12. 10. 0.	100 ft. d° - -	R. & J. Friend -	- -	9 April 1812.
	- -	- - -	12. 0. 0.	100 ft. d° - -	W. & C. Preston -	- -	9 April 1812.
	- -	- - -	11. 13. 0.	100 ft. d° - -	John Camp - -	- -	14 Jan. 1813.
PURFLEET	- -	- - -	13. 2. 6.	Purchased of Adam & Robertson, Contractors for Carpenters' work for Thames District.			
Carriage Department at WOOLWICH	- -	- - -	9. 0. 0.	Not under 70 ft. m^{s}	J. Harris - - -	- -	13 Jan. 1809.
	- -	- - -	9. 0. 0.	D° - - - - —	White & Son - -	- -	13 Jan. 1809.
	- -	- - -	10. 5. 0.	D° - - - - —	J. Harris - - -	- -	20 Sept. 1809.
	- -	- - -	10. 5. 0.	D° - - - - —	J. Kershaw - - -	- -	20 Sept. 1809.
	- -	- - -	10. 5. 0.	D° - - - - —	J. Harris - - -	- -	28 Dec. 1809.
	- -	- - -	9. 0. 0.	Not under 65 ft. —	Tho^{s} Hills - - -	- -	30 Jan. 1810.
	- -	- - -	9. 10. 0.	Not under 70 ft. —	D° - - - -	- -	30 Jan. 1810.
	- -	- - -	10. 0. 0.	D° - - - - —	D° - - - -	- -	28 Sept. 1810.
	- -	- - -	10. 10. 0.	Not under 60 ft. —	J. Kershaw - -	- -	23 Nov. 1810.
	- -	- - -	9. 0. 0.	Not under 50 ft. —	T. Hills - - -	- -	21 Nov. 1810.
	- -	- - -	11. 0. 0.	Not under 60 ft. —	J. Harris - - -	- -	23 Nov. 1810.
	- -	- - -	10. 10. 0.	Not under 70 ft. —	J. Kershaw - -	- -	6 Mar. 1811.
	- -	- - -	10. 10. 0.	D° - - - - —	T. Hills - - -	- -	8 Mar. 1811.
	- -	- - -	10. 10. 0.	D° - - - - —	J. Harris - - -	- -	8 Mar. 1811.
	- -	- - -	10. 10. 0.	D° - - - - —	D° - - - -	- -	20 April 1811.
	- -	- - -	10. 10. 0.	D° - - - - —	R. Friend - - -	- -	29 May 1811.
	- -	- - -	10. 10. 0.	D° - - - - —	D° - - - -	- -	12 June 1811.
	- -	- - -	11. 0. 0.	None given - -	D° - - - -	- -	19 July 1811.
	- -	- - -	11. 0. 0.	Not un^{r} 70 ft. met^{s} last year's fall	Tho^{s} Hills - -	- -	9 Aug. 1811
	- -	- - -	10. 15. 0.	Not under D° - - this year's fall	D° - - - -	- -	9 Aug. 1811
	- -	- - -	11. 0. 0.	Not under 70 ft. m^{s}	D° - - - -	- -	10 Oct. 1811.
	- -	- - -	11. 0. 0.	D° - - - - —	J. Cross - - -	- -	17 Oct. 1811.
	- -	- - -	11. 0. 0.	D° - - - - —	T. Harris - - -	- -	6 Nov. 1811

An Account of the Prices at which different Persons have made Tenders, &c.—*continued.*

STATIONS.	PRICES TENDERED AT PER LOAD, FOR ROUND OAK. Rate.	ROUND OAK. Description.	HEWN OAK. Rate.	HEWN OAK. Description.	Names of PERSONS who made TENDERS.	Description.	DATES of TENDERS.
	£. s. d.		£. s. d.				
Carriage Department at WOOLWICH, *(continued.)*	- - -	- - -	10. 0. 0.	50 to 70 ft. meting	T. Hills - - -	- -	20 Nov. 1811.
	- - -	- - -	10. 10. 0.	not under 70 ft. d°	J. Kershaw - -	- -	20 Nov. 1811.
	- - -	- - -	10. 10. 0.	60 to 70 ft. meting	J. Harris - -	- -	21 Jan. 1812.
	- - -	- - -	10. 0. 0.	60 ft. and upwards	T. Hills - - -	- -	18 Nov. 1812.
	- - -	- - -	9. 9. 0.	- - d° - - -	J. Cross - - -	- -	18 Nov. 1812.
	- - -	- - -	10. 0. 0.	- - d° - - -	J. Harris - -	- -	18 Nov. 1812.
	- - -	- - -	10. 0. 0.	- - d° - - -	R. & J. Friend -	- -	18 Nov. 1812.
	- - -	- - -	10. 0. 0.	- - d° - - -	W. Norton - -	- -	18 Nov. 1812.
	- - -	- - -	10. 0. 0.	70 ft. and upwards	T. Hills - - -	- -	18 Nov. 1812.
	- - -	- - -	10. 10. 0.	- - d° - - -	J. Cross - - -	- -	18 Nov. 1812.
	- - -	- - -	10. 0. 0.	- - d° - - -	J. Harris - -	- -	18 Nov. 1812.
	- - -	- - -	10. 5. 0.	- - d° - - -	R. & J. Friend -	- -	18 Nov. 1812.
	- - -	- - -	10. 5. 0.	- - d° - - -	W. Norton - -	- -	18 Nov. 1812.
	- - -	- - -	12. 0. 0.	70 ft. met^{s} in 1 stick	George Buckle -	- -	16 Nov. 1812.
	- - -	- - -	10. 0. 0.	60 to 70 ft. meting	John Kershaw -	- -	18 Nov. 1812.
	- - -	- - -	10. 10. 0.	70 ft. and upwards			
	- - -	- - -	11. 11. 0.	Not given - -	Jacob Rogers -	- -	18 Nov. 1812.
	- - -	- - -	12. 10. 0.	- - d° - - -	Miles & Son - -	- -	18 Nov. 1812.
	- - -	- - -	9. 0. 0.	40 to 50 ft. meting	T. Hills - - -	- -	21 June 1813.
	- - -	- - -	9. 0. 0.	- - d° - - -	D° - - - -	- -	4 Aug. 1813.
Engineers Department at WOOLWICH	- - -	- - -	7. 10. 0.	Not given - -	J. Harris - - -	- -	12 April 1809.
	- - -	- - -	8. 2. 6.	50 ft. and upwards	D° - - - -	- -	4 Nov. 1808.
	- - -	- - -	8. 0. 0.	60 ft. metings - -	J. Kershaw - -	- -	— Sep. 1809.
	- - -	- - -	9. 5. 0.	55 ft. d° - - -	J. Harris - -	- -	12 April 1809.
	- - -	- - -	7. 10. 0.	Not given - -	D° - - - -	- -	14 June 1809.
	- - -	- - -	7. 10. 0.	Small for piles -	D° - - - -	- -	28 Dec. 1809.
	- - -	- - -	9. 15. 0.	55 to 60 ft. meting	D° - - - -	- -	28 Dec. 1809.
	- - -	- - -	11. 0. 0.	60 ft. meting - -	J. Kershaw - -	- -	18 Oct. 1810.
	- - -	- - -	10. 10. 0.	55 to 60 ft. d° -	J. Harris - - -	- -	10 Oct. 1810.
	- - -	- - -	11. 5. 0.	50 ft. d° - - -	D° - - - -	- -	27 March 1811.
	The same Tenders were made for the Supplies required for this Department in 1812 and 1813; as for Foreign Stations, &c. see below.						
Laboratory at WOOLWICH	- - -	- - -	8. 15. 0	60 ft. meting - -	J. Kershaw - -	- -	— Sep. 1809.
	- - -	- - -	9. 7. 6.	Not stated - -	D° - - - -	- -	— May 1810.
	Not any Oak Timber supplied for this Department from 1811 to 1813, but Messrs. Friend's Tender of 23d December 1811, comprehends this branch of the Service.						
Delivered at Woolwich for FOREIGN STATIONS	- - -	- - -	10. 0. 0.	55 to 60 ft. in butt	J. Kershaw - -	- -	— Sep. 1809.
	13. 2. 6.	55 to 60 ft. in butt	- - -	- - -	D° - - - -	- -	— Aug. 1811.
	- - -	- - -	10. 0. 0.	Not stated - -	D° - - - -	- -	— Aug. 1811.
	- - -	- - -	11. 5. 0.	50 ft. meting -	J. Harris - - -	- -	22 Feb. 1811.
	14. 7. 6.	From 9 to 12 in girth	- - -	- - -	J. Kershaw - -	- -	18 Feb. 1811.
	- - -	- - -	10. 0. 0.	In Butt. up to 40 ft. met^{s}	R. & J. Friend -	- -	23 Dec. 1811.
	- - -	- - -	10. 12. 6.	In Butt. above 40 & un. 50			
	- - -	- - -	11. 5. 0.	In Butt. - 50 - 60			
	- - -	- - -	11. 15. 0.	In Butt. - 60 - 70			
	- - -	- - -	12. 12. 0.	In Butt. - 70 - 80			
	- - -	- - -	9. 9. 0.	Including Tops. up to 40 ft. met^{s}			
	- - -	- - -	9. 12. 6.	Including Tops. above 40 & un. 50			
	- - -	- - -	10. 0. 0.	Including Tops. - 50 - 60			
	- - -	- - -	10. 7. 6.	Including Tops. - 60 - 70			
	- - -	- - -	11. 0. 0.	Including Tops. - 70 - 80			
	- - -	- - -	17. 10. 0.	In Butt. up to 40 ft. met^{s}	Sargent, Rutty, & Co.	- -	Without date.
	- - -	- - -	18. 2. 6.	In Butt. above 40 & un. 50			
	- - -	- - -	20. 0. 0.	In Butt. - 50 - 60			
	- - -	- - -	20. 12. 6.	In Butt. - 60 - 70			
	- - -	- - -	21. 5. 0.	In Butt. - 70 - 80			
	- - -	- - -	15. 0. 0.	Including Tops. up to 40 ft. met^{s}			
	- - -	- - -	15. 12. 6.	Including Tops. above 40 & un. 50			
	- - -	- - -	16. 5. 0.	Including Tops. - 50 - 60			
	- - -	- - -	16. 17. 6.	Including Tops. - 60 - 70			
	- - -	- - -	17. 10. 0.	Including Tops. - 70 - 80			
	- - -	- - -	9. 0. 0.	Including Tops up to 40 ft. met^{s}	J. Harris - -	- -	23 Dec. 1811.
	- - -	- - -	9. 5. 0.	Including Tops above 40 & un. 50			
	- - -	- - -	9. 15. 0.	Including Tops - 50 - 60			
	- - -	- - -	10. 10. 0.	Including Tops - 60 - 70			
	- - -	- - -	11. 0. 0.	Including Tops - 70 - 80			

An Account of the Prices at which different Persons have made Tenders, &c.—*continued.*

STATIONS.	PRICES TENDERED AT PER LOAD, FOR ROUND OAK. Rate.	ROUND OAK. Description.	HEWN OAK. Rate.	HEWN OAK. Description.	Names of PERSONS who made TENDERS.	Description.	DATES of TENDERS.
	£. s. d.		£. s. d.				
DOVER and DEAL. *Note: The prices are tendered at the load of 40 feet.*	7. 10. 0.	10 to 20 ft. meting			Geo. Finnis		24 Jan. 1809.
	9. 10. 0.	20 to 30 d°					
	10. 10. 0.	30 - 40 d°					
	11. 0. 0.	40 - 50 d°					
	11. 10. 0.	50 - 60 d°					
	12. 0 0.	60 - 70 d°					
	12. 10. 0	70 - 80 d°					
	7. 0. 0.	under 10 ft. d°			Geo. Finnis		Not dated.
	8. 0. 0.	10 to 20 d°					
	10. 0. 0	20 - 30 d°					
	11. 0. 0.	30 - 40 d°					
	11. 10. 0.	40 - 50 d°					
	12. 0. 0.	50 - 60 d°					
	12. 0. 0.	60 - 70 d°					
	12. 0. 0	70 - 80 d°					
	7. 0. 0.	under 10 ft. d°			Geo. Finnis		7 Dec. 1810
	9. 0. 0.	10 to 20 d°					
	11. 0. 0.	20 - 30 d°					
	11. 10. 0.	30 - 40 d°					
	12. 0. 0.	40 and upwards					
	10. 0. 0.	under 15 ft. meting			Geo. Finnis		16 Dec. 1811
	13. 0. 0.	15 to 30 d°					
	13. 10. 0.	30 - 40 d°					
	14. 0. 0.	40 and upwards					
	10. 0. 0.	under 15 ft. meting			Geo. Finnis		5 June 181
	13. 0. 0.	15 to 30 d°					
	13. 10. 0.	30 - 40 d°					
	14. 0. 0.	40 and upwards					
HYTHE. *Note: The prices are tendered at the load of 40 feet.*	8. 10. 0.	10 to 20 ft. meting			Geo. Finnis		24 Jan. 1809.
	10. 10. 0.	20 - 30 d°					
	11. 10. 0.	30 - 40 d°					
	12. 0. 0.	40 - 50 d°					
	12. 10. 0.	50 - 60 d°					
	13. 0. 0.	60 - 70 d°					
	13. 10. 0.	70 - 80 d°					
	8. 0. 0.	under 10 ft. d°			Geo. Finnis		Not dated.
	9. 0. 0.	10 to 20 d°					
	11. 0. 0.	20 - 30 d°					
	12. 0. 0.	30 - 40 d°					
	12. 10. 0.	40 - 50 d°					
	13. 0. 0.	50 - 80 d°					
	8. 0. 0.	under 10 ft. d°			Geo. Finnis		7 Dec. 1810.
	10. 0. 0.	10 to 20 d°					
	12. 0. 0.	20 - 30 d°					
	12. 10. 0.	30 - 40 d°					
	13. 0. 0.	40 and upwards					
	11. 0. 0.	under 15 ft. meting			Geo. Finnis		16 Dec. 1811.
	14. 0. 0.	15 to 30 d°					
	14. 10. 0.	30 - 40 d°					
	15. 0. 0.	40 and upwards					
	11. 0. 0.	under 15 ft. meting			Geo. Finnis		5 June 1813.
	14. 0. 0.	15 to 30 d°					
	14. 10. 0.	30 - 40 d°					
	15. 0. 0.	40 and upwards					
CHATHAM.	- -	- - -	6. 7. 4.	20 to 40 ft. meting	R. Newnham		12 May 1809
	- -	- - -	7. 9. 6.	40 - 60 d°			
	- -	- - -	8. 15. 0.	60 - 100 d°			
	- -	- - -	7. 15. 0.	30 - 50 d°	J. Harris		5 May 1809
	- -	- - -	8. 5. 0.	40 - 60 d°			
	- -	- - -	9. 10. 0.	60 - 100 d°			
	- -	- - -	8. 0. 0.	30 - 50 d°	J. Kershaw		3 May 1809
	- -	- - -	8. 15. 0.	40 - 60 d°			
	- -	- - -	9. 15. 0.	60 - 100 d°			

An Account of the Prices at which different Persons have made Tenders, &c.—*(continued.)*

STATIONS.	PRICES TENDERED AT PER LOAD, FOR ROUND OAK. Rate.	ROUND OAK. Description.	HEWN OAK. Rate.	HEWN OAK. Description.	Names of PERSONS who made TENDERS.	Description	DATES of TENDERS.
	£. s. d.		£. s. d.				
CHATHAM *(continued)*	- - -	- - -	7. 15. 0.	30 to 50 ft. meting	J. Larking & Co.	- -	12 May 1809.
	- - -	- - -	8. 5. 0.	40 - 60 d° -			
	- - -	- - -	9. 10. 0.	60 - 100 d° -			
	- - -	- - -	9. 0. 0.	30 - 50 d° -	S. Baker - - -	- -	12 May 1809.
	- - -	- - -	9. 10. 0.	40 - 60 d° -			
	- - -	- - -	10. 10. 0.	60 - 100 d° -			
	- - -	- - -	7. 15. 0.	20 - 40 d° -	D. West - - -	- -	24 Nov. 1810.
	- - -	- - -	8. 10. 0.	40 - 60 d° -			
	- - -	- - -	9. 5. 0.	60 - 100 d° -			
	- - -	- - -	8. 10. 0.	20 - 40 d° -	S. Baker - - -	- -	Nov. 1810.
	- - -	- - -	10. 0. 0.	40 - 60 d° -			
	- - -	- - -	10. 10. 0.	60 - 100 d° -			
	- - -	- - -	8. 10. 0.	20 - 40 d° -	J. Harris - - -	- -	Nov. 1810.
	- - -	- - -	9. 10. 0.	40 - 60 d° -			
	- - -	- - -	11. 0. 0.	60 - 100 d° -			
	- - -	- - -	8. 15. 0.	20 - 40 d° -	J. Kershaw - -	- -	Nov. 1810.
	- - -	- - -	9. 15. 0.	40 - 60 d° -			
	- - -	- - -	11. 5. 0.	60 - 100 d° -			
	- - -	- - -	9. 0. 0.	20 - 40 d° -	H. Preston - -	- -	Nov. 1810.
	- - -	- - -	10. 0. 0.	40 - 60 d° -			
	- - -	- - -	12. 0. 0.	60 - 100 d° -			

The same Tenders were made for Oak Timber required at this place in 1812 and 1813.
As for the Supplies necessary for Foreign Stations, see folio 3.

SHEERNESS	Not any supplied.	—	——	——	—	—	——
PLYMOUTH	- - -	- - -	8. 2. 6.	In the rough - -	E. & J. Body -	- -	29 July 1809.
	- - -	- - -	7. 10. 0.	Under 12×12 in.	D° - - - -	- -	4 March 1811.
	- - -	- - -	10. 0. 0.	Above 12×12 -			
	- - -	- - -	8. 10. 0.	Under 12×12 -	J. Tillman & Son	- -	Not dated.
	- - -	- - -	9. 0. 0.	Above 12×12 -			
	- - -	- - -	9. 10. 0.	Under 12×12 -	John Scobell - -	- -	1 March 1811.
	- - -	- - -	10. 10. 0.	Above 12×12 -			
	- - -	- - -	9. 0. 0.	Under 12×12 -	J. Billing & Co.	- -	5 March 1811.
	- - -	- - -	10. 10. 0.	Above 12×12 -			
NORTH BRITAIN	15. 0. 0.	For Rough Oak in Scantling	- - -		Young & Son - -	- -	31 Jan. 1803.
	20. 0. 0.	For d° - - - d° - -	- - -		D° - - - -	- -	No date, but supposed to be in May 1810.
	20. 0. 0.	For d° - - - d° - -	- - -		D° - - - -	- -	No date, but supposed to be in Sep. 1811.
PORTSMOUTH and GOSPORT	- - -	- - -	7. 7. 6.	30 to 50 ft. - -	Joseph Smith -	- -	19 June 1810.
	- - -	- - -	8. 7. 6.	50 to 70 ft. - -			
	- - -	- - -	9. 10. 0.	70 to 90 ft. - -			
	- - -	- - -	10. 5. 0.	90 and upwards -			
	- - -	- - -	7. 7. 6.	15 to 25 straight			
	- - -	- - -	8. 10. 0.	25 to 40 for			
	- - -	- - -	10. 5. 0.	40 to 60 Piles.			
	- - -	- - -	10. 5. 0.	60 and upwards -			
	- - -	- - -	8. 6. 4.	30 to 50 ft. - -	B. Hobbs - -	- -	20 June 1810.
	- - -	- - -	8. 16. 3.	50 to 70 ft. - -			
	- - -	- - -	9. 6. 5.	70 to 90 ft. - -			
	- - -	- - -	9. 17. 9.	90 and upwards -			
	- - -	- - -	8. 6. 4.	15 to 25 straight			
	- - -	- - -	9. 16. 4.	25 to 40 for			
	- - -	- - -	10. 18. 3.	40 to 60 Piles			
	- - -	- - -	12. 8. 9.	60 and upwards -			

THE above-mentioned Persons are only known to the Department under the Description of "Contractors for Timber," or "Timber Merchants."

H. OAKES.
R. MOORSOM.
R. WARD.
M. SINGLETON.

Office of Ordnance, 17 June 1814.

Form of ADVERTISEMENT for the Supply of ENGLISH TIMBER for Service of the Ordnance Department.

Office of Ordnance, 4 December 1811.

THE principal Officers of His Majesty's Ordnance, do hereby give notice, That proposals will be received at their office in Pall Mall, on or before Monday the 21st day of December instant, from such persons as may be willing to undertake the supply of English timber required for the Ordnance service, for a period of three years, determinable at the expiration of the first year, at the option of either party.

Descriptive lists of the articles to be supplied, and further particulars, together with the terms and conditions of the contract, may be known upon application at the Secretary's office in Pall Mall aforesaid, any day between the hours of ten and four o'clock, where the proposals must be delivered sealed up, and endorsed "Proposals for English Timber;" but no proposal can be admitted after the said 21st day of December, at 12 o'clock at noon of the same day, neither will any tender be noticed unless the party making it, or an agent in his behalf, shall attend.

By order of the Board,

(Signed) *R. H. Crew*,
Secretary.

H. OAKES. R. WARD.
R. MOORSOM. M. SINGLETON.

Office of Ordnance,
17 June 1814.

XXI.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Lunæ, 20° *die Junij*, 1814 - - - - - p. 633.
Mr. Matthew Fagg (2d time.)
Mr. Germain Lavie (2d time.)
Mr. George Morris.
Mr. John Staples.
Mr. Thomas Clare.

Martis, 21° *die Junij*, 1814 - - - -
Robert Seppings, Esq.

PAPERS and ACCOUNT.

(98.)—Minute of the E. I. Company, 8 April 1807, relative to continuing Ships for 2 voyages beyond the number contracted for.

(99.)—Instructions dated 3 June 1814, sent to Bombay, relative to building a Ship for The Company's Service.

(100.)—Account of Prices at which different Persons have made Tenders for the supply of OAK TIMBER for the use of The Ordnance; 1808—1814.

Ordered, by The House of Commons, *to be printed*,
23 *June* 1814.

XXII.

Select Committee on East India-built Shipping.

Jovis, 30° *die Junii*, 1814.

SIR ROBERT PEEL, BARONET, in The Chair.

THE following ACCOUNTS were read:

—(101.)—

Navy Office, 27th June 1814. } AN ACCOUNT of all SHIPS built in The KING'S YARDS, from 1793 to 1813 inclusive;—specifying the periods when launched, and the Amount of Tonnage of each Ship.

Rate.	Guns.	SHIPS NAMES.	Tonnage.
		1793:	
3	80	Cæsar	2,003
3	74	Minotaur	1,718
5	32	Pallas	778
Sloop		Hawke	333
-	-	Swift	331
Yacht		Chatham (rebuilt)	93
		1794:	
2	98	Prince of Wales	2,024
3	74	Mars	1,853
5	32	Stag	792
-	-	Unicorn	791
6	-	Bravo	397
Gun-Boat		Firm	397
Yacht		Portsmouth (rebuilt)	102
		1795:	
1	110	Ville de Paris	2,351
5	32	Maidstone	804
		1796:	
5	38	Tamar	999
-	-	Clyde	1,002
-	36	Trent	926
-	-	Glenmore	926
-	32	Shannon	803
Sloop		Stork	427
Yacht		Plymouth	96
		1797:	
2	98	Neptune	2,119
3	74	Centaur	1,842
Armed Vessel		Buffalo	463
		1798:	
2	98	Temeraire	2,121
3	80	Foudrovant	2,062
4	50	Diomede	1,123
5	38	Active	1,058
-	-	Amazon	1,038
-	-	Hussar	1,043
-	36	Amethyst	1,046
		1800:	
3	74	Courageux	1,772
5	38	Leda	1,071
		1801:	
2	98	Dreadnought	2,123
3	74	Plantagenet	1,777
5	32	Narcissus	894
		1802:	
4	50	Antelope	1,107
-	-	Grampus	1,114
5	36	Ethalion	996
		1803:	
3	74	Colossus	1,889
		1804:	
1	110	Hibernia	2,508
5	38	Lively	1,076
-	32	Circe	670
-	-	Pallas	667
-	-	Hebe	658
-	-	Jason	661
Yacht		Royal Sovereign	278
Sloop		Nautilus (completed)	443
		1805:	
2	98	Ocean	2,276
3	74	Fame	1,745
-	-	Revenge	1,929
5	32	Minerva	659
-	-	Thames	661

(101.)—Account of all Ships built in The King's Yards from 1793 to 1813, inclusive—*continued.*

Rate	Guns.	SHIPS NAMES.	Tonnage.
		1805—*continued.*	
Armed Schr		Arrow	152
Gun Boat		Experiment	—
		1806:	
5	44	Lavinia (completed)	1,172
-	38	Clyde	991
-	36	Meleager	875
-	32	Alexandria	662
Sloop		Halifax	365
Mortar Vessel.		Project	98
		1807:	
3	74	Bulwark	1,940
-	-	Warspite	1,890
5	38	Undaunted	1,086
Yacht.		William and Mary	199
Gun Brig		Plumper	177
		1808:	
1	120	Caledonia	2,616
3	74	Blake	1,822
-	-	Bombay	1,701
-	-	Invincible	1,674
5	36	Iphigenia	876
-	-	Semiramis	944
Sloop.		Brazen	422
-	-	Dauntless	423
Bg. Sloop		Apelles	251
-	-	Merope	252
-	-	Podargus	252
-	-	Crocus	256
		1809:	
3	74	Milford	1,919
-	-	St. Domingo	1,819
5	36	Manilla	947
-	-	Orpheus	947
-	-	Leda	947
-	-	Belvidera	946
Sloop		Jalouse	425
Bg. Sloop		Zephyr	253
-	-	Prospero	251
-	-	Muros	252
		1810:	
1	100	Queen Charlotte	2,289
2	98	Boyne	2,155
-	-	Impregnable	2,278
5	38	Macedonian	1,081
-	-	Crescent	1,084
5	38	Nisus	1,074
-	-	Menelaus	1,077
-	36	Pyramus	920
-	-	Galatea	947
Bg. Sloop		Portia	253
-	-	Banterer	251
-	-	Primrose	383
-	-	Vautour (completed)	536
		1811:	
2	98	Union	2,149
3	74	Hogue	1,750
5	38	Bacchante	1,077
-	-	Laurel (completed)	1,104
-	36	Orlando	876
-	-	Maidstone	947
6	-	Hermes	512
Surv^g Vessel		Investigator	121
		1812:	
3	74	Chatham	1,860
5	38	Briton	1,080
-	-	Tenedos	1,083
-	-	Lacedemonian	1,073
-	-	Surprize	1,072
-	36	Stag	947
-	-	Barrossa	947
Bg. Sloop		Childers	384
		1813:	
3	74	Vindictive	1,758
-	-	Blenheim	1,747
4	50	Jupiter	1,173
5	38	Lively	1,080
-	36	Creole	949
6	-	Myrmidon	509
Sloop		Anacreon (completed)	427
Bg. Sloop		Grasshopper	385
-	-	Pandora	383
-	-	Bacchus	384

F. J. HARTWELL. J. TUCKER. R. SEPPING.

—(102.)—

Navy Office, 27th June 1814.

AN ACCOUNT, showing the Quantity of English OAK TIMBER contracted for by the Navy Board, from 1803 to 1810 both inclusive; distinguishing the Quantities contracted for for each year; and what was reported to be brought round the Land's End, distinguished from the quantities supplied from the Home Counties.

YEAR.	Quantity reported to be brought round The Land's End.	Quantity supplied from The Home Counties.
	Loads.	Loads.
1803	6,216.	7,383.
1804	13,007.	10,181.
1805	20,708.	4,964.
1806	17,577.	5,664.
1807	16,342.	2,257.
1808	18,547.	5,906.
1809	13,803.	1 122.
1810	48,622.	51,889.

J. TUCKER. J. D. THOMSON. WM SHIELD.

N. B.—See Letter dated 27th June 1814, from the Navy Board to the Secretary of the Admiralty, explanatory of the above Account.

—(103.)—

Navy-Office, 27th June 1814.

An Extract of the CONTRACT entered into by JOHN LARKING with the NAVY BOARD, in November 1810; alluded to in the Contract of the 5th of February 1814, with respect to the Allowance to be made to the Contractors, in case Government put out to private Builders Ships of 36 Guns, and upwards.

"PROVIDED always, and it is hereby covenanted and agreed between the said Parties hereto, That if any Ships of thirty-six guns, or upwards, shall, at any time during the continuance of this Contract, be contracted for by the Commissioners of the Navy now or for the time being, to be built in the dock yards belonging to private persons; that then and in such case, the quantity of Oak Timber hereinbefore covenanted and agreed upon to be supplied and delivered into His Majesty's dock yards aforesaid, or some or one of them, shall be reduced after the following rates; viz.

"1,000 loads of oak timber for every ship of seventy-four guns, which shall be contracted for; and

"500 loads of oak timber for every ship of thirty-six and thirty-eight guns, which shall be contracted for:

"And in proportion thereto for ships of intermediate classes.

"Provided the said John Larking shall claim such reduction of quantity; and provided further, that such reductions (if so claimed) shall be made from the deliveries for the year succeeding the year in which the contract or contracts shall be entered into and executed for building such ships."

J. TUCKER. J. D. THOMSON. WM SHIELD.

—(104.)—

AN ACCOUNT of all Ships which have been discharged from the Service of The East India Company, or whose Contracts have expired since the 22d April 1814; specifying whether they had been in the Service as Regular or Extra Ships, and whether British or Indian-built.

SHIPS NAMES.	Tons.	Where Built.	When Built.	Voyages originally engaged for.	Additional Voyages engaged for.	
		REGULAR SHIPS:				
Fairlie	698	Bengal	1810	1	none	Completed her Contract, 1814.
Apollo	652	Hull	1812	1	d°	D° - - D°.
Baring	819	River Thames	1801	6	d°	D° - - D°.
		EXTRA SHIPS:				
Sir Godfrey Webster	519	Rive. Thames	1799	1	d°	D° - - D°.
Diana	605	- D° - -	—	3	1	D° - - D°.
Northampton	542	- D° - -	1801	1	6	D° - - D°.
Devaynes	604	- D° - -	1802	6	none	D° - - D°.
General Stuart	607	- D° - -	1801	6	d°	D° - - D°.
Ocean	532	Quebec - -	1802	5	d°	D° - - D°.
William Pitt	572	Liverpool	1803	1	2	Lost off Allgoa Bay, the 17th December 1813, on her third voyage homeward bound.
David Scott	736	Bombay	1801	0	1	Completed her Contract, 1814.
Charles Mills	563	Chester	1811	1	1	D° - - D°.
James Sibbald	647	Bombay	1803	1	1	D° - - D°.

East India House, the 27th June 1814.

J. MORICE.

—(105.)—

AN ACCOUNT of all East India-Built SHIPS engaged in the different Expeditions to Manilla, the Red Sea, the Mauritius, and on other Public Enterprizes, under the Orders of The Court of Directors of the several Governments in India, with the Amount of their respective Tonnages, from 1792 to the present time; as far as the same can be prepared from Documents in The East India House.

Ships employed on the Expeditions to Ceylon and the Moluccas, in 1795 and 1796.

	Tons.	
Catharine	1,000	These are called *Country Ships*; but in the Documents to which reference has been made for their Names and Tonnage, the Places where they were Built, are not stated.
Mary	320	
Vigilant	300	
Jackall	100	
Glo'ster	420	
Carnatic	500	
Ewer	500	
Ann	150	
Caledonia		It has not been found practicable to ascertain the Tonnage of, or the Places where these Ships were built.
Bombay		
Prince of Wales		
Fortune		
Epaminondas		
Futteh Bux		
Yarmouth		
Jane		
Begler		
Union		
Helen		
Hussar		
Ardaseer Ketch		
John, Schooner		
Surprize, Galley		
Success, D°		
Spy, Schooner		
Greenwich		

Ships employed on the Expedition to Manilla, in 1797.

	Tons.	
Nancy	705	These are called *Country Ships*, but cannot ascertain where they were built.
Abercrombie	600	
Ajax	460	
Hercules	450	
Charlotte	350	
Munster Lass	350	
Union	350	
Chichester	450	
Triton	950	
India	800	
Duckinfield Hall		Cannot ascertain their Tonnage, or the Places where they were built.
Eliza Ann		
Brisk		
Trident		
Goonony, Fire-ship		

Ships employed on the Expedition to the Red Sea, in 1800.

	Tons.	
Cuvera	936	These are called *Country Ships*, but cannot ascertain where they were built.
Gabriel	826	
Ganges	450	
Ann and Amelia	800	
Byram Gore	456	
Superb	650	
Fyze Allum	700	
Experiment	500	

(continued.)

Ships employed on the Expedition to the Red Sea—*continued.*

	Tons.	
Eliza	400	These are called *Country Ships*, but cannot ascertain where they were built.
Friendship	400	
London	330	
Hope	580	
Ruby	300	
Anna Maria	450	
Anstruther	654	
Candidate	700	
Expedition	70	
Cecila	478	
Cornwallis	633	
Pearl	450	
Mornington	450	
Griffin	400	
Neptune	650	
Auspicious	400	
Ann and Elizabeth	350	
Jehanguire	780	
Upton Castle	675	
Hercules	485	
Strombole	800	
Fancy Brig	125	
Minerva	987	
Friendship	872	
Bly Merchant	480	
Shah Ardasheer	868	
Fortune	180	
Lowjee Family	926	
Shah Kaikusroo	1,046	
Serrah	935	
Milford	679	
Sullimany	679	
Taz Buksh	436	
Admiral Nelson	122	
William	393	
Warren Hastings	443	
Moorad Bux	279	
Susannah	244	
Brig Dundas	176	
Gunnes Persaud	440	
Commerce	443	
Raheem Shah	270	
Sophia		Cannot ascertain their Tonnage, or the Places where these Ships were built.
Shannon		
Fury		
Wasp		
Waller		
Julia		

Ships employed on the Expedition to Java and the Moluccas, 1810-11.

	Tons.	
Fort William	1,160	These are called *Country Ships*, but cannot ascertain where they were built.
Samdany	430	
Mullar Bux	380	
Thomas Henchman	517	
Fleetwood	350	
Matilda	762	
Mary	290	
Countess of Harcourt	501	
Margaret and Frances	303	
Anne	405	
Betsey	332	
Ann	403	
Minerva Brig	100	
Minto	190	
Britannia	170	
Mornington	770	
Phœnix	336	
Charlotte	248	
Borneo	365	
Antipodes	70	
Venus	260	

Ships employed on the Expedition to Java and the Moluccas—*continued.*

	Tons.	
Olive	420	These are called *Country Ships*, but cannot ascertain where they were built.
Marchioness of Wellesley	581	
Mysore	831	
Sullimany	689	
Sullimany	350	
Charles Baillie	200	
Arab Mary	350	
Futtahool Kyher	368	
Resource	400	
Lowjee Family	926	
Friendship	872	
James Drummond	669	
Sultana	300	
Betsey	175	
Perseverance	280	
Estambool	310	
Kheeleel	310	
Shah Allum	400	
Asia Felix	324	
Futteh Almoneem	490	
Asia	992	
Alexander	750	
Macauley	264	
Derie Beggi	500	
Mary	400	
Bombay Anna	955	
Duncan	400	
Fifeshire	501	
Windham	833	
Nadir Shah	518	
Mentor	490	
Harriet	488	
Antelope, Bombay Cruizer, 12 Guns	-	Cannot ascertain their Tonnage, or the Places where these Ships were built.
Vestal - - D° - - - D° - 14 D°	-	
Ariel - - D° - - - D° - 12 D°	-	
Active, Government Vessel	-	
Ketis, Bombay Cruizer, 12 Guns	-	
Change, & John Bebb, Pilot Schooners	-	

Ships employed on the Expedition to the Isles of France and Bourbon, 1810/11.

	Tons.	
Anna	684	These are called *Country Ships*, but cannot ascertain where they were built.
Cornwall	800	
Bhemolah	500	
Coromandel	500	
Charlotte	248	
Portsea	320	
Marian	350	
Palmer	182	
Cape of Good Hope	388	
Hamoody	415	
Helen	300	
Venus	350	
Sir William Burroughs	500	
Lady Barlow	420	
Upton Castle	627	
Castlereagh	750	
Troubridge	804	
Emma	440	
General Wellesley	430	
Union	300	
Borneo	365	
Malabar Cruizer	-	Cannot ascertain their Tonnage, or the Places where these Ships were built.
Nautilus Bombay Cruizer, 14 Guns	-	
Solomunshaw, Futteh Romer, Grab Naseery — Arab Ships	-	
Moholla, 6 Guns	-	

The Accounts at the East India House do not furnish materials for a more full compliance with this Order.

XXII.

MINUTES OF THE EVIDENCE

TAKEN BEFORE THE SELECT COMMITTEE,

To whom the several Petitions of the Shipbuilders, and Others, interested in the Building and Equipment of Ships, and also the Petition of the Agents of Owners of Ships built in The *East Indies*, were referred; to examine the Matters thereof, and report the same, with their Observations thereupon; together with the Minutes of the Evidence taken before them; from time to time, to The House.

Jovis, 30° die Junij, 1814 - - - - - - p. 661.

(101.)—Ships built in The King's Yards; 1793—1814.

(102.)—English Oak Timber contracted for by the Navy Board, from 1803 to 1810.

(103.)—Extract Contract John Larking with Navy Board in November 1810; respecting Allowance in certain Cases to Contractors.

(104.)—Ships discharged from the East India Company's Service since April in the present Year.

(105.)—East India-Built Ships engaged in different Expeditions to Manilla, &c. from 1792 to the present time.

Ordered, by The House of Commons, *to be printed,*
30 *June* 1814.

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